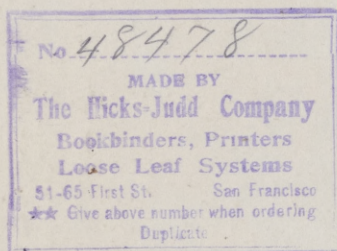


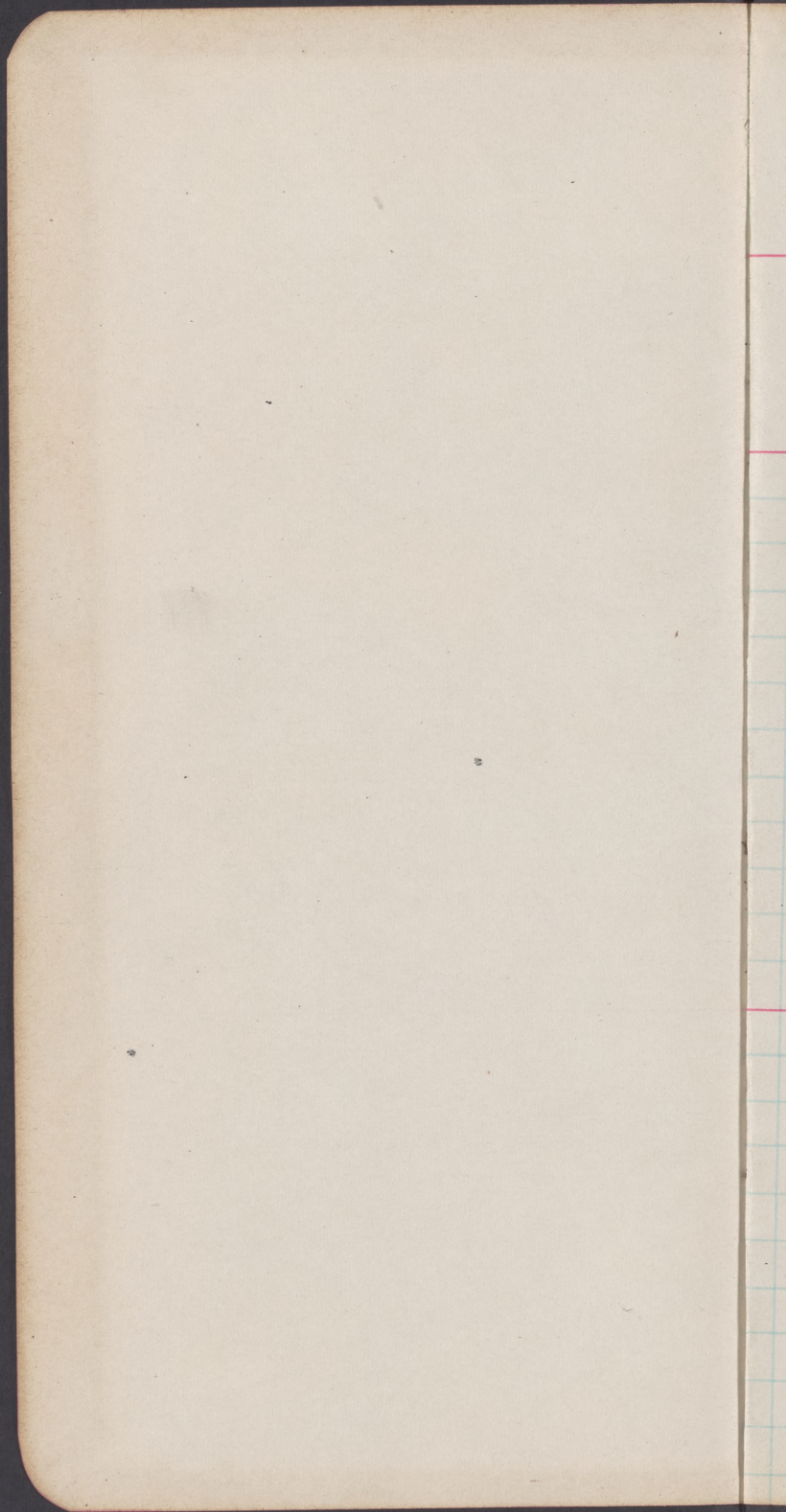
- 38 -

TRANSIT BOOK

14.113.0087







Ukiab	107-108	✓	PROP. SPUR. Grace Bros.	
Ukiab	109-112	✓	Levels on spur.	
Novato	113-114	✓	Location of Cheese factory, Hedge.	12-12-16
"	115-116	✓	Location of Iron Rail.	
"			XSECTS. Connection with driveway along Tenn Track.	

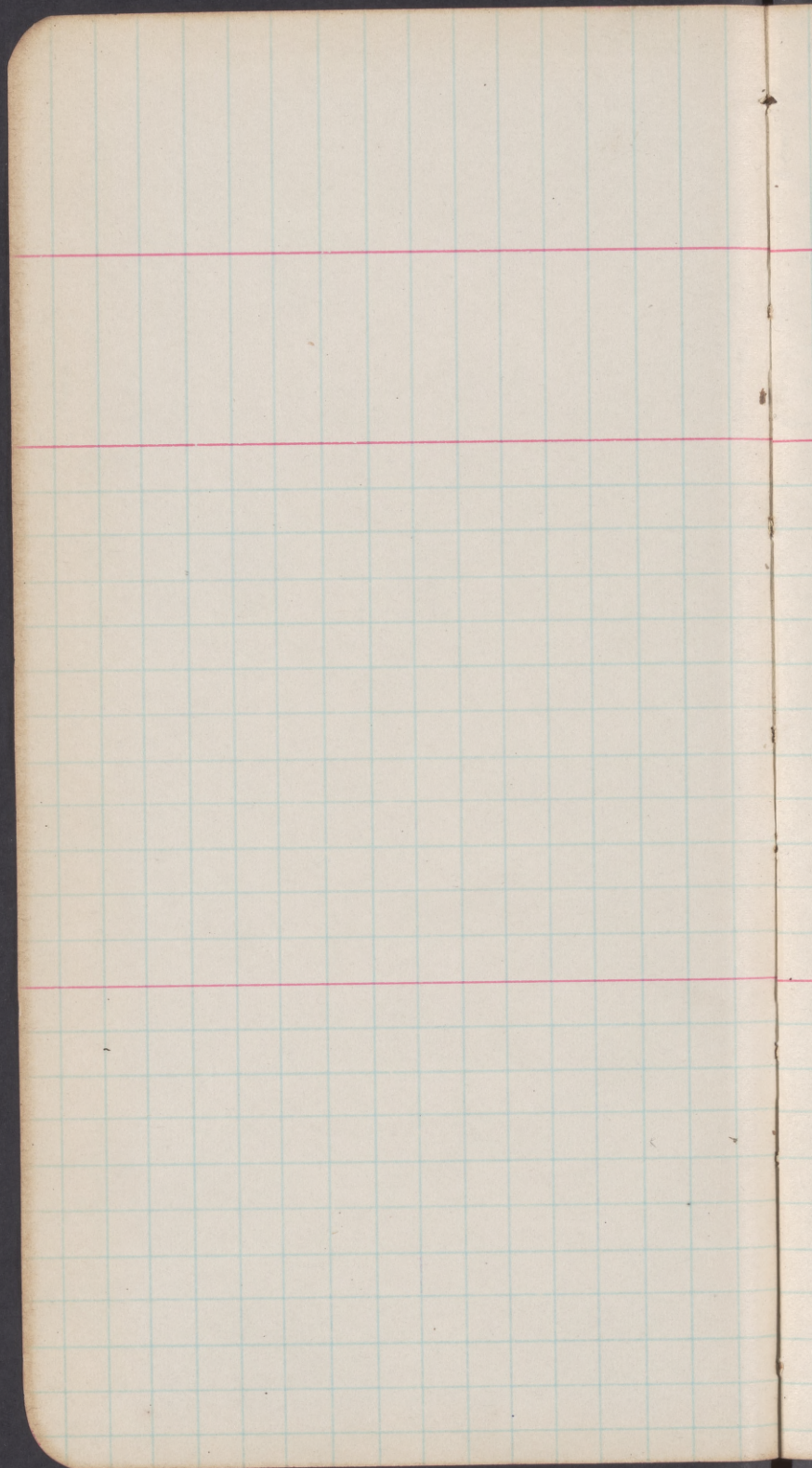
"	75-76	✓	Location Burgalou Station + Property relative to Leases.
Cazadero Redwoods	77-78	✓	Location of Cabins
"	79-80	✓	X Sections on Prop Road Change on L.T.
"	81-82	✓	Location Prop Bridge
Willits	85	✓	Location of New Fence
"	86	✓	Location Cattle Guards + Streetlines of San Francisco Ave
"	87	✓	Location Trainmans Villa
"	88	✓	Location New Car body
"	89.	✓	NEW DEPOT.
Sherwood	91-96	✓	Levels on Sidings
Sherwood	97-98	✓	Final grades on Sidings (Final 1/16)
Walker	99-102	✓	X Sections for Prop. Con Pipe East of East Switch
A/TO.	103-106	✓	Property Lines A/TO Power House.

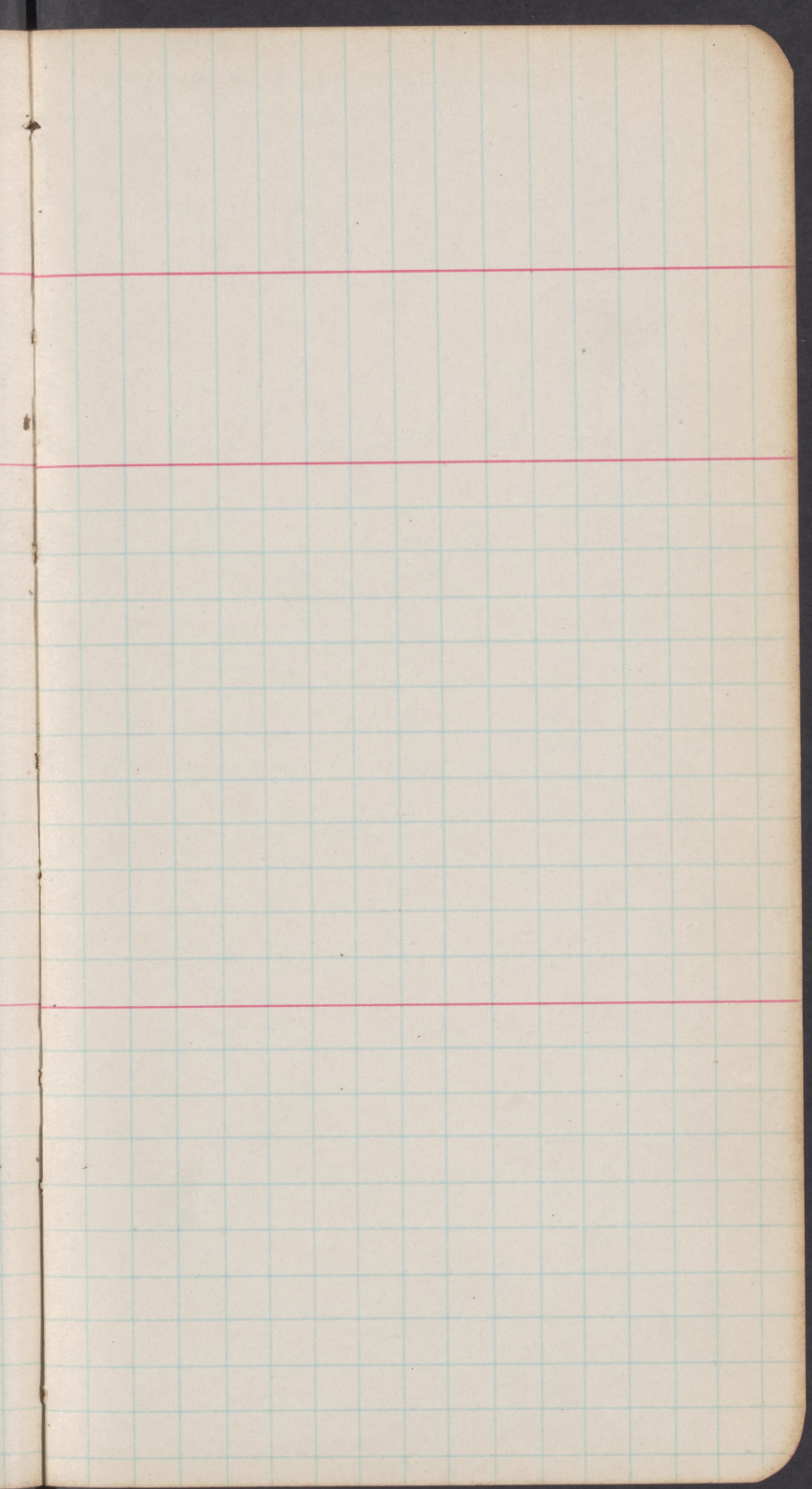
6-14-16

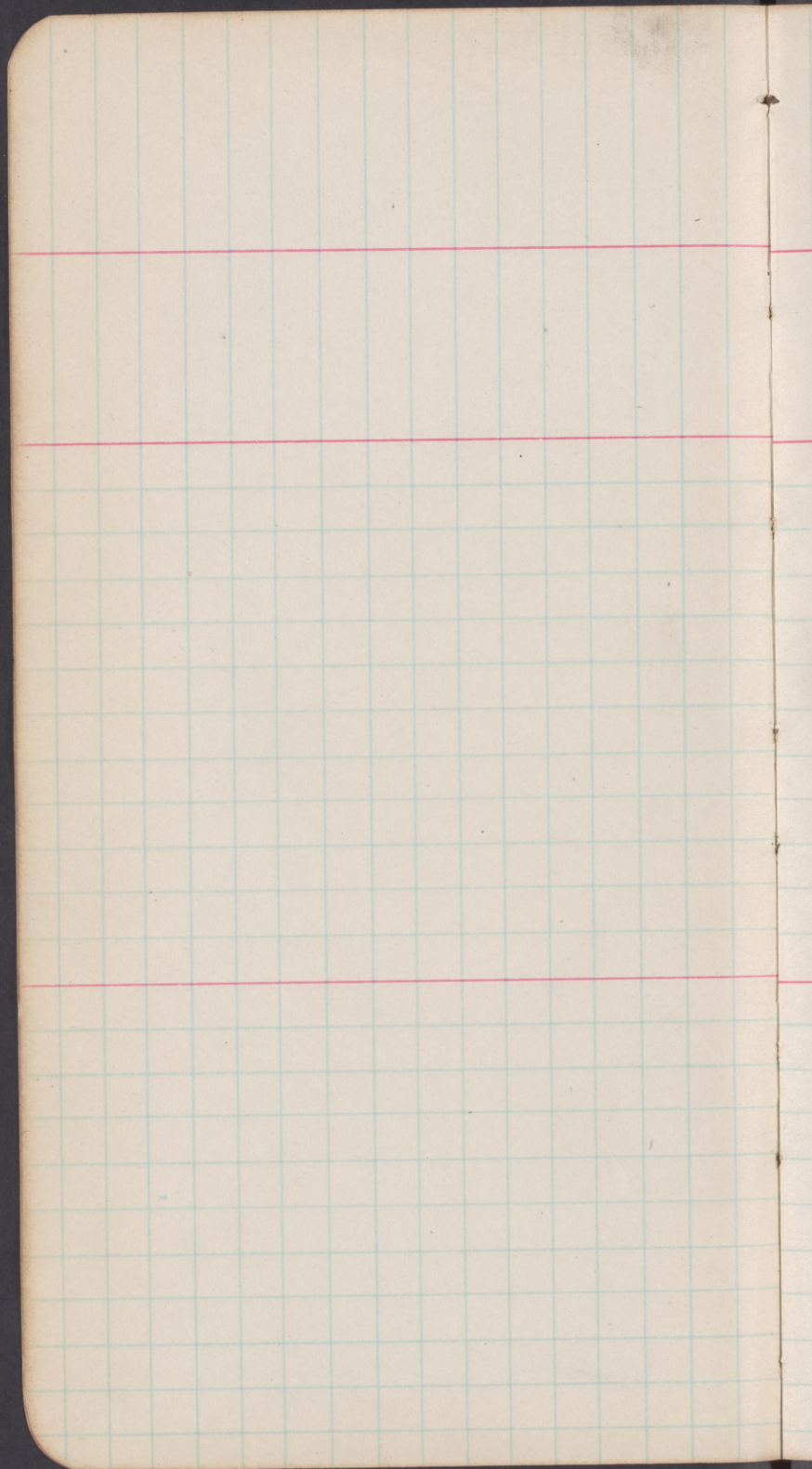
INDEX T-38

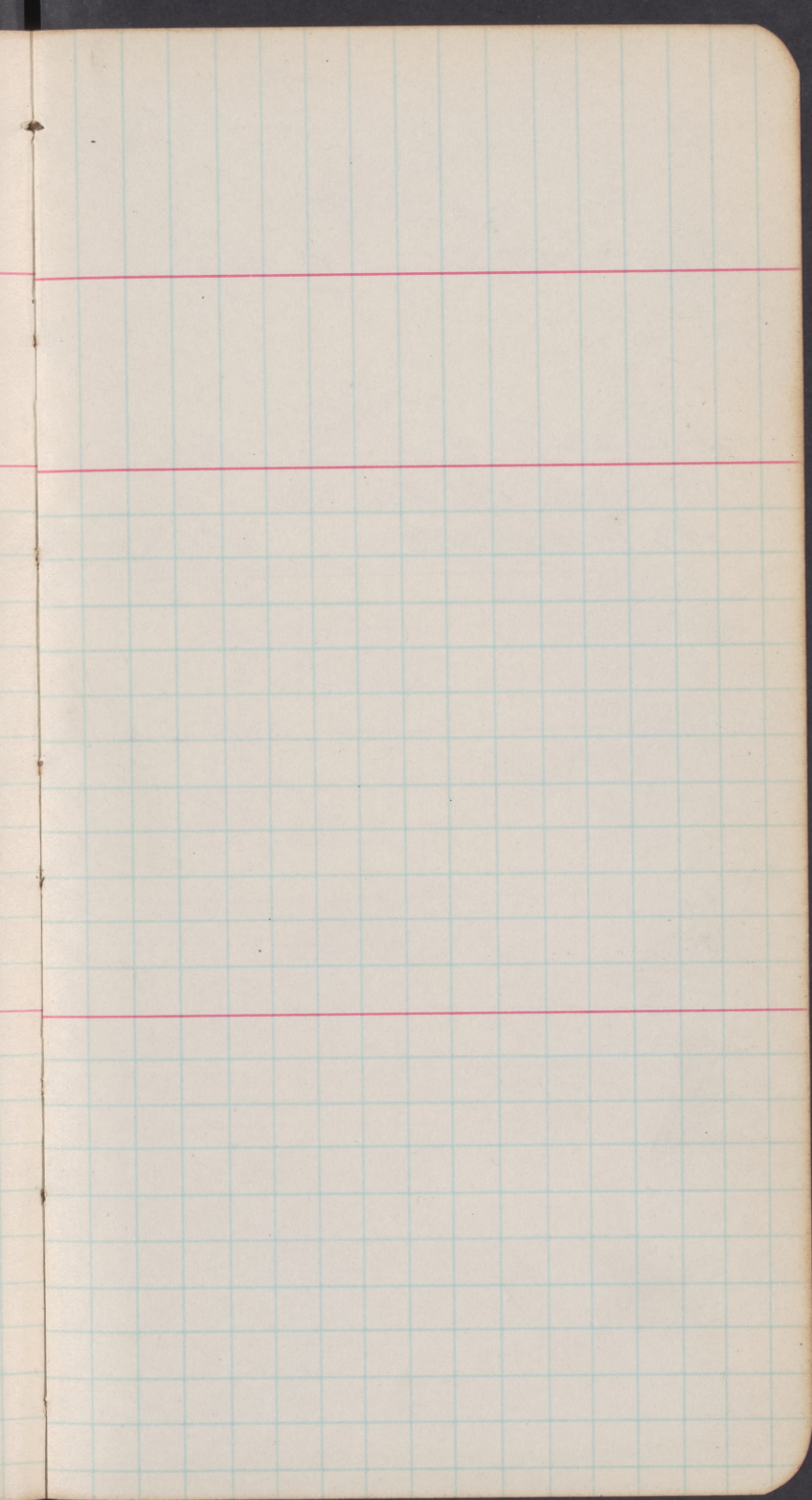
	Pages		
San Rafael	1-14	Tunnel #4 levels on top of sills	4-27-15
Navato	15-16	✓ Levels in ditches	
Green Brae	17-20	✓ X sections prop spur + top of tie levels	5-15-16
San Rafael	21-30	✓ Levels on top of arch + stakes - Tunnel #4	5-15-16
Garcia	31	✓ Line & Levels. Tract 1/32-H.	5-13-16
Reed	33-34	✓ Drainage Survey Culvert BE	5-25-16
Sausalito	35-37	✓ Levels on tracks + Cutbs.	3-16
Cosmo	39-48	✓ Levels on Bridge	5-31-16
Duncans Mills	50-52	✓ Levels on floor Beams of Bridge +	6-1-16
Monte Rio	59-64	✓ Prof W + Survey of Prop. adj.	
"	65-66	✓ Prop Location Section house #1	
Monte Rio	67-68	✓ E.E. LaFranchi Deed.	
"	69-70	✓ Copy of diagram on LaFranchi Deed.	
"	71-72	✓ Xsects on Prop Location of Section Ho. #1	
"	73-74	✓ Prop. Location of Section house #2	
"	75-76	✓ Location Bungalow section + Prop. copy	
		relating to leaves	

PROF-124-128.
DISTANCES - top tie
to WATER.









I

TUNNEL #4
LEVELS ON TOP SILLS

STA	+	π	-	Red
BM	242	102.42		
71+63				3 23
71+70				3 25
+ 80				3 25
+ 91				3 3
2+01				3 45
+ 10				3 6
+ 20				3 65
+ 30				3 8
+ 40				3 9
+ 50				4 03
+ 60				4 18
+ 70				4 28
+ 80				4 42
+ 90				4 48
73+00				4 53
+ 10				4 62
+ 20				4 88
+ 30				4 92
+ 40				5 10
+ 48				5 17
+ 60				5 37

2

APRIL 27-1916

DISTANCE
BETWEEN
TOP RAIL
&
TOP SILL.

top rail-
ELEV.

ELEV

100.00

TOP SPIKE - W. METAL TIMBER
ON RIGHT.

99.19

99.17

99.17

99.12

98.97

99.85

0.88

98.82

98.77

98.62

98.52

98.39

99.36

98.24

98.14

98.00

97.94

97.83

98.90

97.80

97.54

97.50

97.32

97.25

98.30

97.15

3

114	+	π	-	200
73 + 70		102.42		5 ³⁵
+ 80				5 ⁵
+ 90				5 ²
74 + 01				6 ⁰⁷
+ 10				6 ²⁹
+ 20				6 ³⁷
+ 30				6 ⁴¹
+ 40				6 ⁴²
+ 50				6 ⁵⁰
+ 60				6 ⁶⁸
+ 70				6 ⁶³
+ 80				6 ⁷⁶
+ 90				6 ⁹³
75 + 00				6 ⁹⁷
T.P.				T.P. - 6 ²⁵

+ 106 97.22

+ 10	1 ⁹⁵
+ 20	2 ⁰⁸
+ 30	2 ²
+ 40	2 ³⁹
+ 50	2 ⁴⁶
+ 60	2 ⁶²

4

top rail.
ELEV

ELEV.

97.17

96.92

96.72

96.35

97.82

96.13

96.05

96.01

96.00

95.92

97.16

95.74

95.79

95.66

95.49

95.45

96.54

96.17 T.P.

95.28

95.15

95.08

94.84

94.77

95.91

94.61

5

Sta.	+	π	-	Pod
75+70		97.23	2	<u>68</u>
+ 80			2	<u>78</u>
+ 90			2	<u>96</u>
76+00			3	<u>06</u>
+ 10			3	<u>19</u>
+ 21			3	<u>29</u>
+ 30			3	<u>60</u>
+ 40			3	<u>61</u>
+ 49			3	<u>59</u>
+ 60			3	<u>86</u>
+ 70			3	<u>96</u>
+ 80			3	<u>96</u>
+ 90			4	<u>10</u>
77+00			4	<u>01</u>
+ 10			4	<u>26</u>
+ 20			4	<u>36</u>
+ 30			4	<u>52</u>
+ 40			4	<u>59</u>
+ 50			4	<u>85</u>
T.P.			- 3	<u>74</u>
+ 089		94.38		
+ 60			1	<u>2</u>

5

top rail
ELEV.

ELEV.

94.60

94.45

94.27

94.17

94.04

93.94

93.63

93.62

93.64

93.37

93.27

93.27

93.13

93.22

94.97

94.87

92.71

92.64

92.38

92.49

92.48

95.35

94.78

94.16

93.61

7

FFA	+	π	-	BCI
77+70		14.38		2 <u>23</u>
+ 80				2 <u>21</u>
+ 90				2 <u>40</u>
78+00				2 <u>65</u>
+ 10				2 <u>66</u>
+ 20				2 <u>89</u>
+ 30				2 <u>88</u>
+ 40				3 <u>01</u>
+ 50				3 <u>13</u>
+ 60				3 <u>29</u>
+ 70				3 <u>36</u>
+ 80				3 <u>71</u>
+ 90				3 <u>80</u>
79+00				3 <u>72</u>
+ 10				3 <u>86</u>
+ 20				4 <u>07</u>
+ 30				4 <u>19</u>
+ 40				4 <u>21</u>
+ 50				4 <u>57</u>
+ 60				4 <u>56</u>
+ 70				4 <u>75</u>
+ 80				4 <u>86</u>

8

top rail
ELEV

ELEV.

92.15

92.17

91.98

91.73

93.02

91.72

91.49

91.50

91.37

91.25

92.44

91.09

91.02

90.67

90.58

91.66

91.85

90.52

90.31

90.19

90.17

89.81

91.18

89.88

89.63

89.52

9

	+	π	-	ρ_{od}
		94.38		4 <u>27</u>
+ 90				4 <u>93</u>
80 + 00				5 <u>13</u>
+ 10				5 <u>09</u>
+ 20				5 <u>20</u>
+ 30				5 <u>40</u>
+ 40				5 <u>57</u>
+ 50				5 <u>82</u>
+ 60				5 <u>92</u>
+ 72				5 <u>90</u>
+ 80				5 <u>99</u>
+ 90				6 <u>00</u>
81 + 00				6 <u>25</u>
+ 10				6 <u>47</u>
+ 20				6 <u>68</u>
+ 30				6 <u>60</u>
+ 40				6 <u>90</u>
+ 50				5 <u>89</u>
F.P.				
	+ 195	98.44		3 <u>10</u>
+ 60				3 <u>00</u>
+ 70				3 <u>26</u>
+ 80				

10
top rail
ELEV.

89.61

89.45

90.60

89.25

89.29

89.18

88.98

88.81

89.98

88.56

88.46

88.48

88.39

88.38

89.42

88.13

87.91

87.70

87.78

87.48

88.79

88.49

87.34

87.44

87.24

//

STA.	+ Rod	π	- Rod
81+90		90.44	3 <u>30</u>
82+00			3 <u>39</u>
+ 10			3 <u>62</u>
+ 20			3 <u>65</u>
+ 30			3 <u>90</u>
+ 40			4 <u>00</u>
+ 50			4 <u>10</u>
+ 60			4 <u>00</u>
+ 70			4 <u>20</u>
+ 80			4 <u>40</u>
+ 90			4 <u>67</u>
83+00			4 <u>56</u>
+ 10			4 <u>82</u>
+ 20			4 <u>93</u>
+ 30			5 <u>05</u>
+ 40			5 <u>10</u>
+ 50			5 <u>15</u>
+ 60			5 <u>20</u>
+ 70			5 <u>46</u>
+ 80			5 <u>53</u>
+ 90			5 <u>65</u>

12

top rail
ELEV.

87.14

87.05

88.17

86.82

86.79

86.54

86.44

86.34

87.53

86.44

86.24

86.04

85.77

85.88

86.96

85.62

85.51

85.39

85.34

85.29

86.31

85.24

84.98

84.91

84.79

13

STA.	+	π	-	Pod
84+02		90.44		-5 81
+10				5 96
+21				6 19
+31				6 17
+41				6 21
+50				6 96
+60				6 51
+70				6 67
+80				6 91
+90				6 92
85+01				7 05
+11				7 18
+21				7 12
+31				7 46
+38				7 50
BM			-5.60	-5 60
+50				

14
TUNNEL
#4
LEVEL 5.
ON TOP / GALLIES
THRU TOP / TUNNEL
TOP RAIL
ELEV

84.63

85.72

84.48

84.30

84.27

84.23

83.98

85.05

83.93

83.77

83.53

83.54

83.39

84.46

83.26

83.32

84.98

84.94

84.84

check ✓ B.T. on
EAST PORTAL

ON LEFT.

83.86

SEE PAGE 21

15
1

- NOVATO -

LEVES IN DITCHES

+ 6.05 T 16.35

STA.

Rods.

TO BEAL ELEV

1' E' BO' HARVEST END
↓ EAST "

1369 ✓	6.41	9.94
+50	6.35	10.00
1370 ✓	6.05	10.30
+50	5.77	10.58
1371 ✓	5.55	10.80
+50	5.31	11.04
1372 ✓	5.10	11.25
+50	4.90	11.45
1373 ✓	4.75	11.60
+50		
1374 ✓	4.43	11.92
+50		
1375 ✓	4.12	12.23
+50		
1376 ✓		12.51
+50		
1377 ✓		12.68
+50		
1378 ✓		12.68

Plated N. J. F.
5/3/16. N-616

16

80 TOP RAIL.

ROAD HANG TO CHEESE
FACTORY.

Rod
#1004/T. ELEV.

8.9 7.45
9.05 7.30

Rod
#1004/T.

9.4 6.95
9.35 7.00

ELEV.
TOP
RAIL
SIDING

7.8 8.55
7.66 8.69
7.48 8.87
7.33 9.12
7.09 9.26
6.98 9.37
6.78 9.51

8.05 8.30
7.85 8.50
7.58 8.77
7.42 9.13
6.98 9.37
6.63 9.72
6.20 10.15

6.02 10.32

5.68 10.67

5.50 10.85

11.05

11.68

12.57

17

GREEN
BREE

top tie
=0

ON LEFT- 693+25

-1.3	-1.9	-4.9	-5.3	-1.0	-0.8	0	0
36'	32'	26	22.5 toe	12.5	8	5	0
force				64			

693+50

-4.7	-5.1	-6.1	-5.9	-1.3	-0.8	0	0
35	32.5	29	23.5	14	8	5.5	0

694+00

-7.4	-7.7	-6.4	-1.1	-0.8	+0.2	0	
35.5	30	27	12	8	5.5	0	

694+50

-6.7	-6.5	-9.5	-9.7	-9.8	-1.3	-0.7	+0.2
50	41	35.5	31	28.5	12.5	7.5	5

695+00

-4.2	-6.2	-7.3	-10.7	-9.9	-0.9	-0.5	+0.1
58	50	40.5	34.5	27.5 toe	11	6.5	5

MAY-15-1916

120 1.5
53 5.3

5.3
0.7

18

CROSS-SECTIONS

FOR PROPOSED SPUR

695+50

-3.2	-6.6	-130	-12.4	-1.2	-0.1	0	0
60	47	34	29.5	10	7	5	0
edge		fence					
road.							

696+00

-1.5	-2.0	-132	-12.8	-1.7	-1.2	0	0
77	65	33.5	31.5	12	7	6	0
edge							
road.							

696+25

-0.5	-9.4	-7.1	-4.2	-0.2	-1.1	0	0
62	37.5	44.5	31.0	20.5	11.5	6	5

696+50

-0.8	0
39.5	0
fence	

1132

19

GREEN BRAE

PROFILE TOP TIE
LEVELS - WEST
BOUND - TRK.

HA =

top 42
Bods.

93 +25

6.23

94

5.65

+ 50

5.23

95

4.77

+50

4.13

96

3.58

DETAIL
- NECESSARY

20

PLEV.

21

TUNNEL #4- LEVELS ON A.C.H. TOP

STA.	+	-	Roof. Pod.	
WEST PORTAL.				
871 +63	150	K	15.45	116.95
+81		101.50	15.70	117.20
872 +01			15.12	116.62
+20			15.2	116.70
+40			15.05	116.55
+60			14.83	116.33
+80			14.5	116.00
873			14.24	115.74
+20			14.04	115.54
+40			13.81	115.31
+60 +51			13.61	115.11
+80			13.36	114.86
74 +01			13.2	114.70
+20			12.94	114.44
+40			12.72	114.22
+60			12.35	113.85
+80			12.23	113.73
75 +00			11.94	113.44
T.P.		4.8		
	+1.38	98.08		
+20			15.1	113.1

LEVELS - ON
TOP SILLS -

23

page. 1 to 14

STAKE ON
Road SIDE.

Side of Tunnel

ELEV.

Elev. Bottom
OF Planking

- 0.15 = 116.80 ✓

117.05 ✓

1.52 (+99) 99.98 ✓ 116.47 ✓

116.55 ✓

116.4 ✓

116.18 ✓

115.85 ✓

2.46 99.04 ✓ 115.59 ✓

115.39 ✓

3.04 (+51) 98.46 ✓ 115.16 ✓

114.96 ✓

114.71 ✓

114.55 ✓

114.29 ✓

114.07 ✓

113.70 ✓

(96.7) ✓ 113.58 ✓

4.80 ~~116.70~~ 113.29 ✓

96.7

113.03

13

34

next. -
page

25

Roof

STA.	+	π	-	Pod
+40		9808		1473 112.81
+60				+14.51 112.59
+80				14.4 112.48
76 00				14.16 112.24
+21				14.0 112.08
+40				13.69 111.77
+60				13.36 111.44
+80				13.08 111.16
77				12.85 110.93
+20				12.58 110.66
+40				12.41 110.49
+60				12.3 110.38
+80				11.94 110.02
78				11.67 109.75
+20				11.47 109.55
+40				11.18 109.26
+60				10.94 109.22
+80				10.62 108.70
+70				10.62 108.70
79+00				10.76 108.84
T.P.				10.62 108.70
78+75				
78+85				

6.64

on side
Halo

Elev.

Elev. Bottom
of Planking

- 0.15 =

112.66 ✓

112.44 ✓

112.33 ✓

112.09 ✓

111.93 ✓

111.62 ✓

111.29 ✓

111.01 ✓

110.78 ✓

110.51 ✓

110.34 ✓

110.23 ✓

109.87 ✓

109.60 ✓

109.40 ✓

109.11 ✓

109.07 ✓

108.90 ✓

108.55 ✓

108.43 ✓

108.69 ✓

108.55 ✓

2.61

95.47 ✓

4.98

93.10 ✓

37

TUNNEL
#4LEVELS
ON TOP ABCH.

Roof

STA.	+	π	- Rod	
T.P.		98.08	6.64	91.44

79+20	1.96	90.40		
+20			+14.92	108.32
+40			14.66	108.06
+60			14.40	107.80
+80			14.06	107.46
80+00			13.96	107.26
+20			13.66	107.06
+40			13.51	106.91
+60			13.31	106.71
+80			13.0	106.40
81+00			12.78	106.18
+20			12.57	105.97
+40			12.32	105.72
+60			12.07	105.47
+80			11.66	105.06
82+00			11.3	104.70
+20			11.23	104.63
+40			11.0	104.40
60			10.89	104.29
80			10.55	103.95

PLANCKING
on roof E/W

on stakes
on side -
both

Elev. Bottom
of Planckings

ELEV.

32	- 0.15	108.17 ✓
06		107.91 ✓
80		107.65 ✓
46		107.31 ✓
26	2.73	107.21 ✓
06	90.67 ✓	106.91 ✓
91		106.76 ✓
71		106.56 ✓
40		106.25 ✓
18	3.92	106.03 ✓
97	89.48 ✓	105.82 ✓
72		105.57 ✓
47		105.32 ✓
06		104.91 ✓
70	5.11	104.55 ✓
63	88.29 ✓	104.48 ✓
40		104.25 ✓
29		104.14 ✓
95		103.80 ✓

19

TUNNEL #4

STA		+		-		Root	Pod
T.P.		13.40		6.37		87.13	
83+00		3.57		90.10		13.39	
+20						+13.69 113.79	
+40						13.39 113.49	
+60						13.11 113.21	
+80						12.95 113.05	
84+00						12.78 112.88	
+20						12.51 112.61	
+40						12.22 112.32	
+60						12.00 112.10	
+80						11.64 101.74	
85						11.42 101.52	
+21						11.24 101.34	
13.57 POTAL						10.85 100.95	
ON B.C.				5.13		10.83 100.93	
						84.79	

~

LEVELS ON TOP ARCH.

30

ON TAKE
SIDE.

ELEV

Elev. Bottom
of Planking

		-0.15	
19	3.02	87.08	103.64 ✓
49			103.34 ✓
21			103.06 ✓
05			102.90 ✓
88			102.73 ✓
61	4.20	85.90 ✓	102.46 ✓
32			102.17 ✓
10			101.95 ✓
74			101.59 ✓
52			101.37 ✓
34			101.19 ✓
98			100.80 ✓
73			100.78 ✓

79 - true elev = 84.84

(FN)

Plotted
5/25/16
Feb
X 1223

WEST OF INVESTIGATION TREESTLE

STATIONS	OD Rod - LEAVE TOP RAIL LOW -	OD FLY. TOP RAIL	OD Rod - TOP CHIP	ACTUAL WHEEL-FLY	Pods. TOP RAIL HIGH -
ASSUMED.	LOW	FLY.			
0+00	4.01	100.0	3.93	100.08	0
0+50	3.86	100.15	3.78	100.23	0
EAST B.H.D.					
1+00					
1+00-2 1/2"	3.63	100.38	3.63	100.38	2.56
1+15-2 1/2"	3.56	100.45	3.58	100.43	3.48
1+30-2 1/2"	3.54	100.47	3.54	100.47	3.41
1+44-2 1/2"	3.59	100.42	3.50	100.51	3.41
1+45-4 1/2" B.H.D.					
WEST END.					
1+50	3.58	100.43	3.48	100.53	3.28
2+00	3.47	100.54	3.33	100.68	3.24
2+50	3.25	100.76	3.17	100.84	3.01
3+00.					2.83

NEW TREEST. 32 H

N. B.H.D. = 508 + 62.1

E. B.H.D. = 509 + 07.5

Length - 45 1/2

at West. B.H.D. H.D. present
track 0.1 off to agent. from.

GARCIA.

197-23-196

LE 32 H - LINE - SURFACE 32

SEE FILE.

14444

ELEV.	TOP TIE. - Rod - at LOW RAIL	ELEV.	TOP CAP. Rod - under LOW PL.	ELEV.	Bot. TOP CAP. 5' from	ELEV.	Bot. TOP CAP. 5' from	ELEV.
100.0								
100.15								
100.45	3.96	100.05	5.83	98.18	5.90	98.11	5.67	98.34
100.53	3.88	100.13	5.76	98.25	5.85	98.16	5.66	98.35
100.60	3.85	100.16	5.76	98.25	5.90	98.11	5.45	98.56
100.60					6.03	97.98	5.39	98.62
100.63								
100.77								
101.00								
101.18								

HEIGHT OF RAIL = 0.32

BOT STRING = TOP CAP = 220 BELOW
TOP OF RAIL -

SET NAILS ON GRADE LINE
SHOWN - 6" below top cap - or
22 below top rail. GRADE -

22

WEST

0.15

ROAD

Abroad 995
60/107
Feb. 12.72
Feb. 10.40

193
192
191

POINT

POINT

34

1474-25-1/6

2' x 3'-5"
BOT. BOX
16.56 ①

top tie
0.35

$$\times) 4 \underline{59} \textcircled{2}$$

DRAINAGE SURVEY.

CULVERT 8 E
GRAVED IN.

2.1

133
133

SAUSALITO

Levels on Tracks +

Sta	+	ELE	HI	-	T.R. T.K. #7 Ele	Cub
city						
B.M.		14.00				
	+ 3.46		17.46			
		12.30		-5.16		
	+ 7.53		19.83			
		13.89		-5.94		
	+ 3.97		19.86			
9 + 00					6.45	
+ 50					6.35	
10 + 00					6.39	
+ 50					6.41	
11 + 00					6.41	5.48
+ 50					6.29	5.65
12 00					6.25	5.52
+ 50					6.27	5.35
13 + 00					6.27	5.35
+ 50					6.01	5.35
14 + 00					5.98	5.13
+ 50					6.07	5.30
15 + 86					6.17	
East end Trestle						
15 + 00					6.12	
+ 50					6.10	
16 + 00					6.18	

KS + ovrbs

1777-1916

Track #7

STH	Head H.1	Ele	Tr. 12 - Rod	T.R.	Ele
16+20	19.86. West end Trestle		6.26	6.26	
16+50			6.27	6.27	
17+00			6.28	6.28	
+34			6.27	6.27	

38

39

COSMO

FAST APPROACH.
 E.B.H. 29+73⁰ ✓

PRESENT
 TRACK IN
 RESPECT TO
 CORRECT &

LT.

RT.

FAST
 MER 28 + 94⁰ ✓

WEST
 MER 26 + 93.98 ✓

1	411	+ 82.5	BENT #1	.01
2	43	+ 65.7		.07
3	42	+ 52.2		.08
4	41	+ 36.3	BEGIN. NEW STRING.	.10
5	40	+ 20.0	26+30.3 BEGIN. NEW TIES.	.11
6	39	+ 07	OLD BENT OLD DECK	.17
7	38	+ 94 ²	new bent OLD "	.15
8	38	+ 92.1	OLD BENT OLD "	.12
9	37	+ 79.8	NEW BENT OLD "	.10
10	36	+ 62.7	OLD BENT-OLD DECK	.10
11	36	+ 46.6	" "	.10
12	34	+ 31.0	" "	.08
13	33	+ 15.5	" "	.08
14	32	+ 99 ⁴	" "	.06
15	31	+ 83.5	" "	.08

BRIDGE

Plotted 7/22/16 H. 726.
Feb.

-INVESTIGATION-

MAY-31/1916.

		LT.	BT.
16	30 4+68.4		.11
17	29 +52.1		.13
18	28 +36.5		.12
19	27 4+21.0		.08
20	26 4+05.0		.08
21	25 3+08.8		.07
22	24 +73.1		.04
23	23 +57.3		.05
24	22 +41.8		.05
25	21 +26.0		.05
26	20 23+09.9		.06
27	19 22+94.0		.02
28	18 +78.3	.00	
29	17 +62.4	.04	
30	16 +46.3	.03	
31	15 +30.8	.04	
32	14 22+15.2	.04	
33	13 21+99.5	.01	
34	12 +83.6	.02	
35	11 +68.0	.04	

41

		LT.	RT.
36	10	+52.4	.03
37	9	+36.6	.03
38	8	+20.5	.00
39	7	21 + 04.7	.01
40	6	20 + 89.3	.03
41	5	20 + 36	.01
42	4	20 + 57.5	.02
43	3	+ 41.7	.03
44	2	+ 26.6	.05
45	1	+ 10.5	.04
			.03

SEE
NEXT
PAGE

CPSMO.

43

COSTO

	TOP BAIL	ELEV.	DEPTH	H.I.	104.50	1.12 TOP CAP.	FEET	TOP DIRT
STA #1 EAST PIER	4.5	100.						
1ST BENT EAST BEGIN - AT PIER #1	4.5	100.					97.88	11.6
SINEAST								
APPROACH #2	4.45	99.95						
3	4.50	100						
4	4.47	99.93						
5	4.40	100.1						
AT WEST PIER.	4.45	99.95					97.85	10.
#1 44	4.48	100.04					97.75	
#2 43 GOING WEST.	4.48	100.02	4.82	99.68			97.85	
#3 42			4.85	99.65				
#4 41	4.47	100.03					97.86	
#5 40	4.62	99.88					97.71	
#6 39	4.60	99.85					97.68	
#7 38	4.63	99.87					97.78	

BRIDGE

44

TOP PIER

88 11.01 93.49

85 10.96 93.54

81

86

77

768

718

45

- COSTO -

H. 104.50

E.E.

TOP CAP.

E.E.

5TH	LT	TOP RAIL	BT		
#8	38				
#9	37	4.59		99.91	6.80
#10	36	4.57		99.93	6.73
#11	35	4.58		99.92	6.65
#12	34	4.59		99.91	6.57
#13	33	4.62		99.88	6.62
#14	4.56	32	4.60	99.90	6.67
#15	4.56	31	4.55	99.95	6.56
#16	4.53	30	4.56	99.94	6.54

TP.

H. 104.27

#17	29	4.34		99.93	6.35
#18	28	4.33		99.94	6.37
#19	27	4.31		99.96	6.32
#20	26	4.30		99.97	6.33
#21	25	4.30		99.97	6.33
#22	24	4.31		99.96	6.33
#23	23	4.32		99.95	6.33
#24	22	4.32		99.95	6.34
#25	21	4.36		99.91	6.39
26	20	4.43		99.84	6.44

46

0.
11
35
3
88
83
4
96
94
97
90
95
94
92
96
94
93
88
83

-4.78

+
4.55

FLYV.

99.72

47

- 60570

H. 104.57

ELEV.

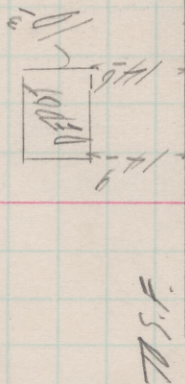
STA	T.R.	ELEV.	TOP CAP
#27 19	4.45	99.82	6.51
#28 18	4.50	99.77	6.54
#29 17	4.52	99.75	6.59
#30 16	4.59	99.68	6.63
#31 15	4.63	99.64	6.64
#32 14	4.65	99.65	6.68
#33 13	4.70	99.57	6.72
34 12	4.75	99.52	6.77
35 11	4.82	99.45	6.82
36 10	4.85	99.42	6.85
37 9	4.86	99.41	6.89
38 8	4.91	99.36	6.94
39 7	4.94	99.33	6.94
40 6	4.98	99.29	6.99
41 5	5.04	99.23	7.10
42 4	5.07	99.20	7.10
43 3	5.10	99.14	7.11
44 2	5.16	99.11	7.20
45 1	5.20	99.07	7.25

BRIDGE.

ELEV.

97.16
 97.13
 97.68
 97.64
 97.63
 97.59
 97.55
 97.50
 97.45
 97.42
 97.38
 97.33
 97.33
 97.28
 97.17
 97.17
 97.16
 97.07
 97.02

- 60570 -
 LOCATION DEPOT



276.

49

- DUNCAN MILLS

BRIDGE

- LEVELS ON TOP FLOOR

STA	T.P.
TOP BOLT	
B. 17. ON LEFT. 7.45	4.6
AT EAST PIER	107.45

#1 STEEL FLOOR BEAT. LAST ONE EAST.

2

3

4

5

6

7

8

9

10

11

12

13

14

15

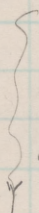
16

17

18

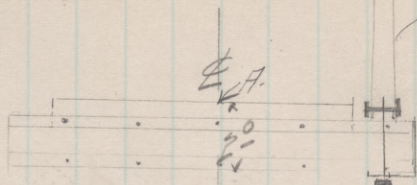
19

20



GOING WEST.

JUNE 15. 1916.



14.9 → EAST

BEAM.

15.3 CENTER
+ WEST
STANS.

"A"

ELEV.

100.00 (NOTED)

100.27

33.94

66.33

5.19

71.52 41.1

25

71.27 42.7

5.9

100

7.18

100.27

7.05

100.40

7.08

100.37

7.10

100.35

7.13

100.32

7.03

100.42

7.01

100.44

6.93

100.52

6.88

100.57

6.83

100.62

6.82

100.63

6.81

100.64

6.83

100.62

6.85

100.60

6.94

100.51

6.97

100.48

6.98

100.47

6.96

100.49

6.90

100.55

6.88

100.57

51

3 x 17
3.10

21

107.45

22

23

24

25

26

27

B. 17.

7.48

TOP BOLT ON
ET. WEST PIER

5.19

33.94 from - top f.B.
4.10
26.75 H.L. below bot. f.B.
2.25

floor
beam
ht. = 2'
100.42
22.30
78.12
3
81.12

100.42
22.30
78.12 ✓
3
81.12 -

✓2

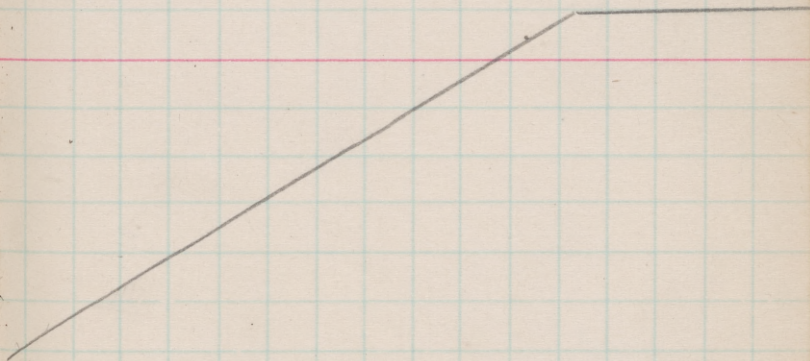
15
98.42
81.12
17.30

98.42
22

TOP
FLOOR
BEAM

6.87	100.58
6.86	100.59
6.83	100.62
6.88	100.57
6.96	100.49
7.03	100.42

99.97



J3

See Book 39

POCKET

STA.
ASSUMED

TRUE
STA.-

DISTANCE
BETWEEN

54

PROPOSED
MOVING SIDING 18' CENT.

✓

POCKET

W. ST. & TWO TRILS

STA.	TRUE
ASSUMED.	STA.

56

57

58

59

MONTE

"X" page 61.

$\Delta = 30^{\circ} 54'$

B713

Quarries

B + N. B. P.S.

not shown
on sta. plan.
P.I. inter.
n. 9096.
 $\Delta = 50^{\circ} 20'$

B412

2697 + 775 P.S.

TO DUNCANS

R10

60

E.N. GAGE

OLD GAGE

LOWRAN
GAGE

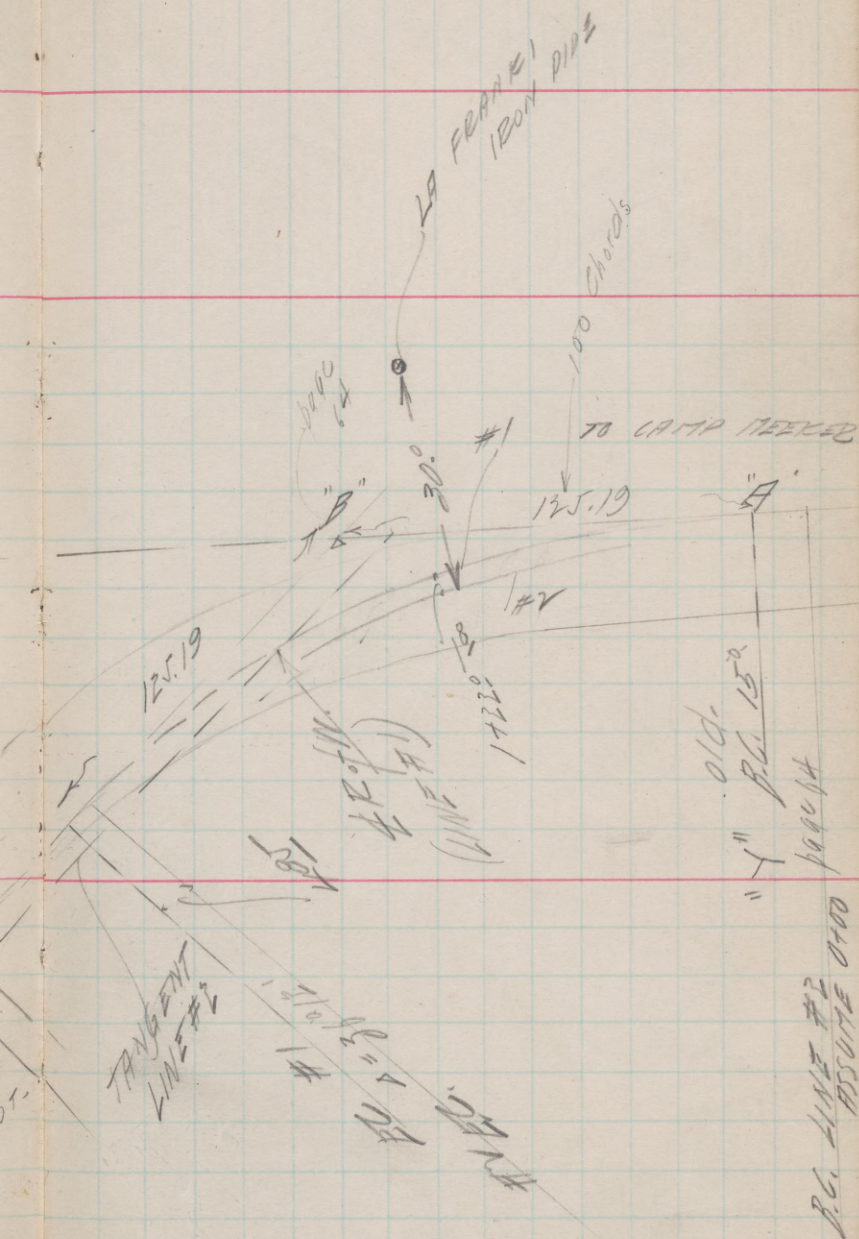
TO RIGHT OF WAY

(LINE #1)

$\Delta = 25^{\circ} 34'$

PHILLY STATION
ON RAIL

E10



63

MONTE

W. J. H.
June 11/1916

June 11/1916

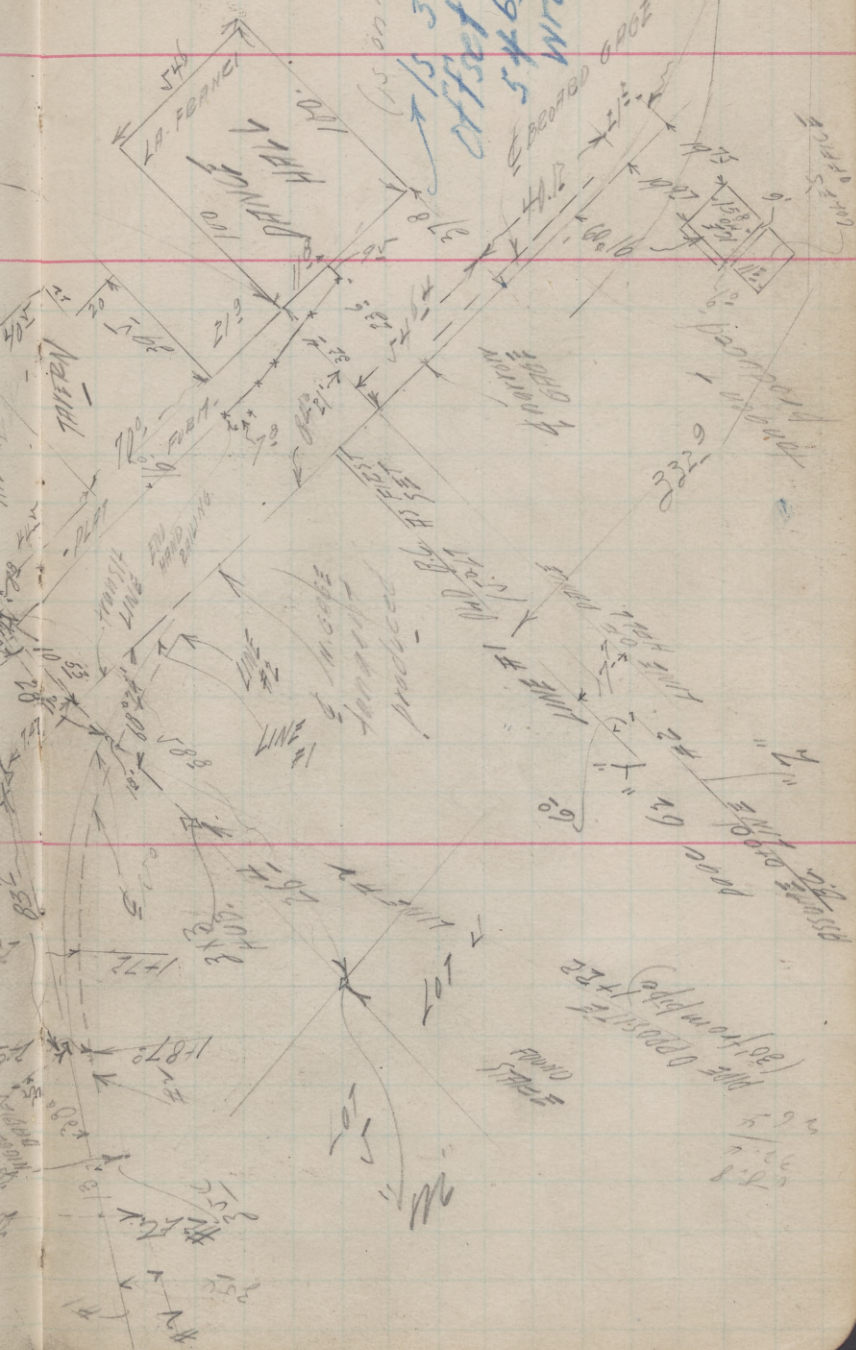
IRON
PIPE
CORNER
LA-FRANCE
PROPERTY.

44772-047080

(is on line of 200)
 1/5 37.8 per
 offset 17.50
 5464 is
 wrong.
 6800780

P.S.

64



65

PROP 0.

TO CAMP HETTER

Quarry

transit pt.
to locate
"X"

0+42.0

41.0

817
0+53.5
FOOT

30
1 SECT
10.0

PROPOSED

0+25

41.8

Dist. for
edge
0+0

PROPOSED 0+41.0

45.0

STAGE

107.6

ASSUMED
0+00
for X-sections.

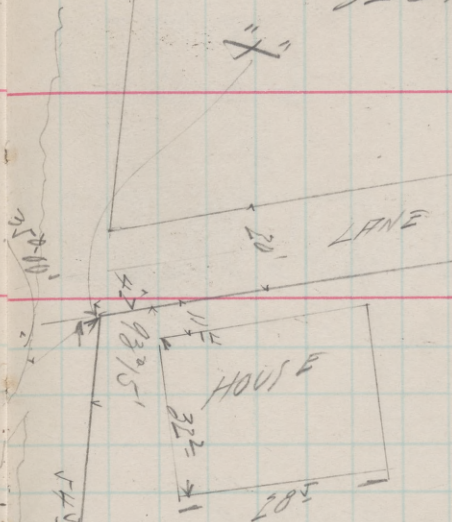
USED

LOCATION

SECTION HOUSE

#1

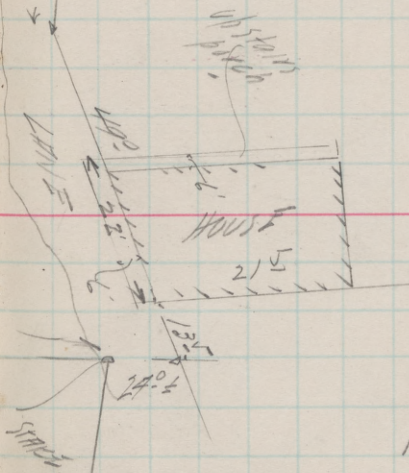
Plotted M.S.H.
June 1916



FARNELL

HOUSES.

Lot #1



FOR T-SEC'S
SEE PAGE
#71

E. F. Francklin

Beginning at an iron pipe.

Known near the corner
of the porch of the old
Riley building. from
4' ft. diam. bears $S. 43^{\circ}$
pipe is South $77^{\circ} 30'$.

The common fault of
the "F" of Monte Rio
the map entitled "Map
Grande, Russian River,
St. Helena Co.; theaco
line 11 with + 30 ft from the
so now laid + formerly
Dumbria Co. to a point
200 ft. distant from the
E 400' to an iron pipe
Sketch Bull Creek from
stump 10' in diam. bears
from the center of sd.
plane $S. 54^{\circ} E. 230' \pm$ from
 $230' \pm$ to place of begin.
said land Merino.

7 T 7 N. E. 10 W. M. D. M.

JEEP.

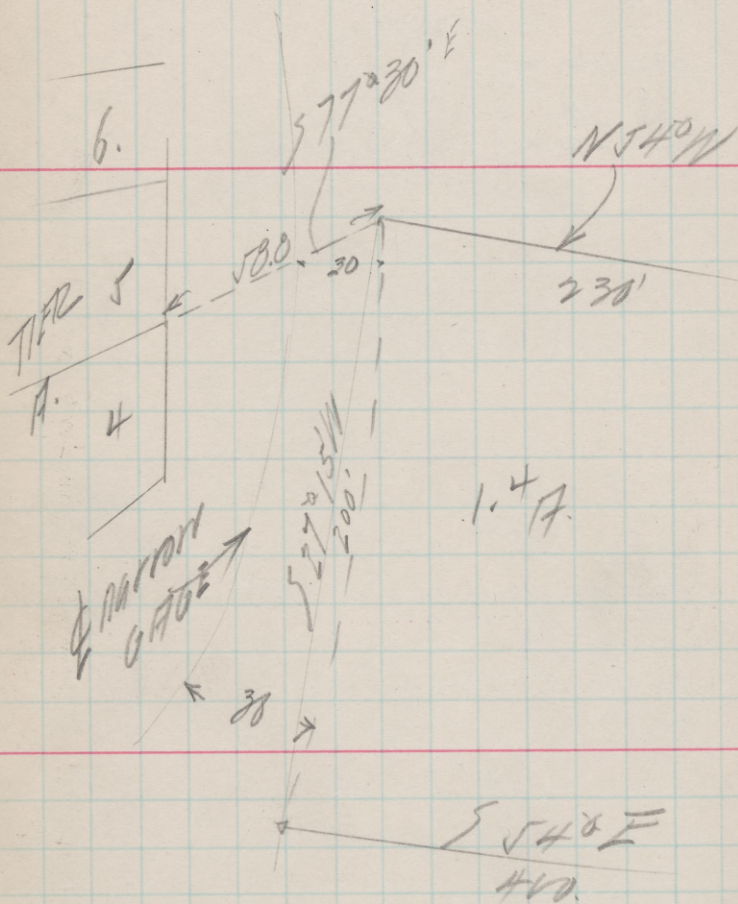
MONTI EIO -

which a Jeffrey wood tree
 E 21.5' and which said
 DIST. 58.8 ft. distant from
 corner stake of lots #4 & 5
 Park as delineated upon
 of Monte Rio Park & Mesa
 Sonoma County, Cal., North
 boundary. on a curved
 & of the same line of the E
 road by the North Shore
 which is S 27° 15' WEST
 pt. of beginning, thence S 54°
 driven in the center of
 which runs into a red road
 N 43° W 83 1/2' thence N by
 distant Call Creek to a pt. where
 pt. begin; thence N 54° W
 containing 1.4 ac. ±.
 described being in sec.

69

7

COPY OF



MONTTE - RIO -

JUNE - 2 -
1916.

DIAGRAM - ON

LH - FRANKI DEED

SEE - ATTACHED
DESCRIPTION
- PREVIOUS PAGE -

LH - FRANKI

71

LOCATION I

ON LEFT.

$$\begin{array}{r} 83+46 \\ \hline 129 \end{array}$$

Edge lane

170	+170	+120	+80	+60	-18	-61	-6	-03	5
86	74	64	61	49	35	23	16	7	

$$\begin{array}{r} 83+21 \\ \hline 104 \end{array}$$

edge lane

+165	+16	+70	+60	+10	0	0
72	62	43	27	23	4	

$$\begin{array}{r} 82+96 \\ \hline 178 \end{array}$$

edge lane

+85	+155	+10	+50	+50	+05	0	0
72	62	32	31	25	16	10	

$$\begin{array}{r} 82+71 \\ \hline 153 \end{array}$$

edge lane

170	+170	+12	+12	+80	+10	0
53	43	33	305	225	15	
	"5"		"11"			

LOCATION -2-

SECTION
HOUSE SITE

Plotted W.S.F.
June 1916

TO CAMP
NEEKER

81 x 30 1/2
16
5 1/2 x 1/2
16

LOT 2

90
LOT 1

SEE
NEXT
PAGE

LOCATION

27415

地 5E

107.

~~11/12/3~~

PROPOSED -
LOCATION
SECTION
HOUSE

ON LEFT. 88+85

X-SECTION "A-A"

+1.5	+1.0	+3	0	-5.0	0	0	/	o tot tie
89	75	64	52	24	17	12	/	o main LINE

DOE
CARD.

$(89+15)$

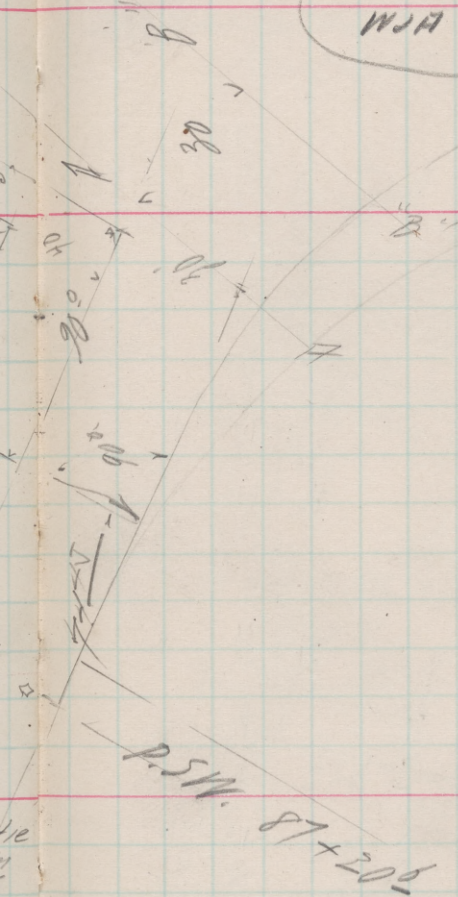
X-SECTION - B-B

+7.5	+8	3	0	-2.	0	0
79	64	50	39	21	18	0

70 0719 11222

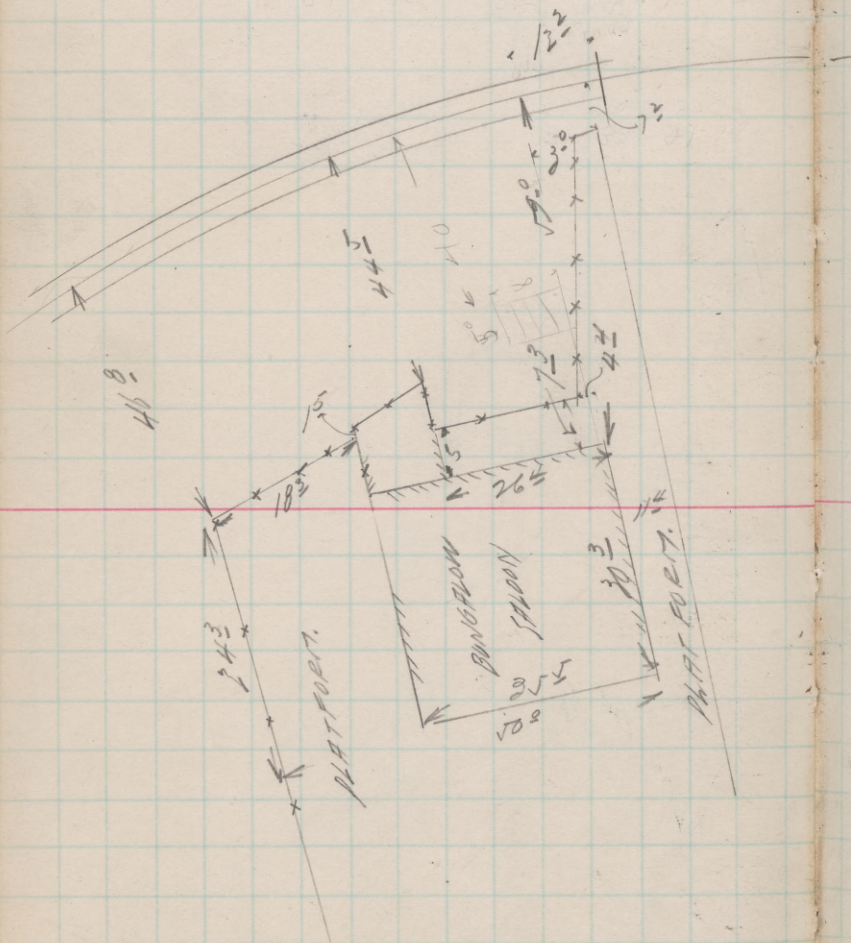
#2

Plotted
WJA June 1916



Charnon
GPO

LOCATION



RIO.

BUNGALOW SALOON
& BAKERY.

IN CONNECTION WITH
PROPOSED LEASES.

Plotted W.S.H.
June 1916

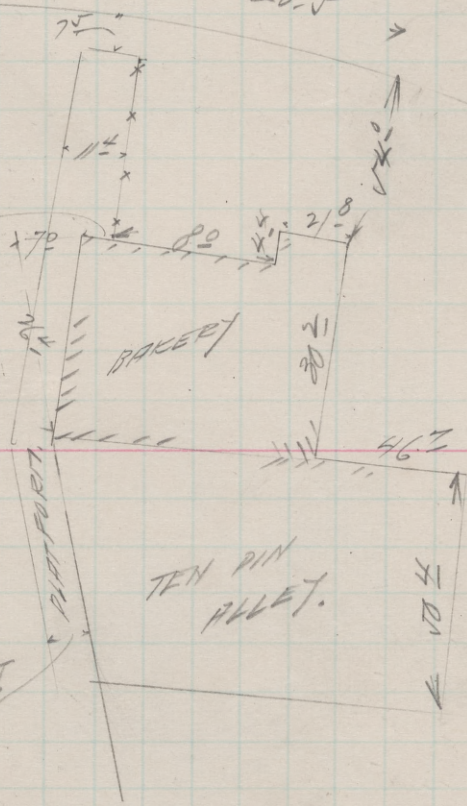
DEPOT



20.5



73

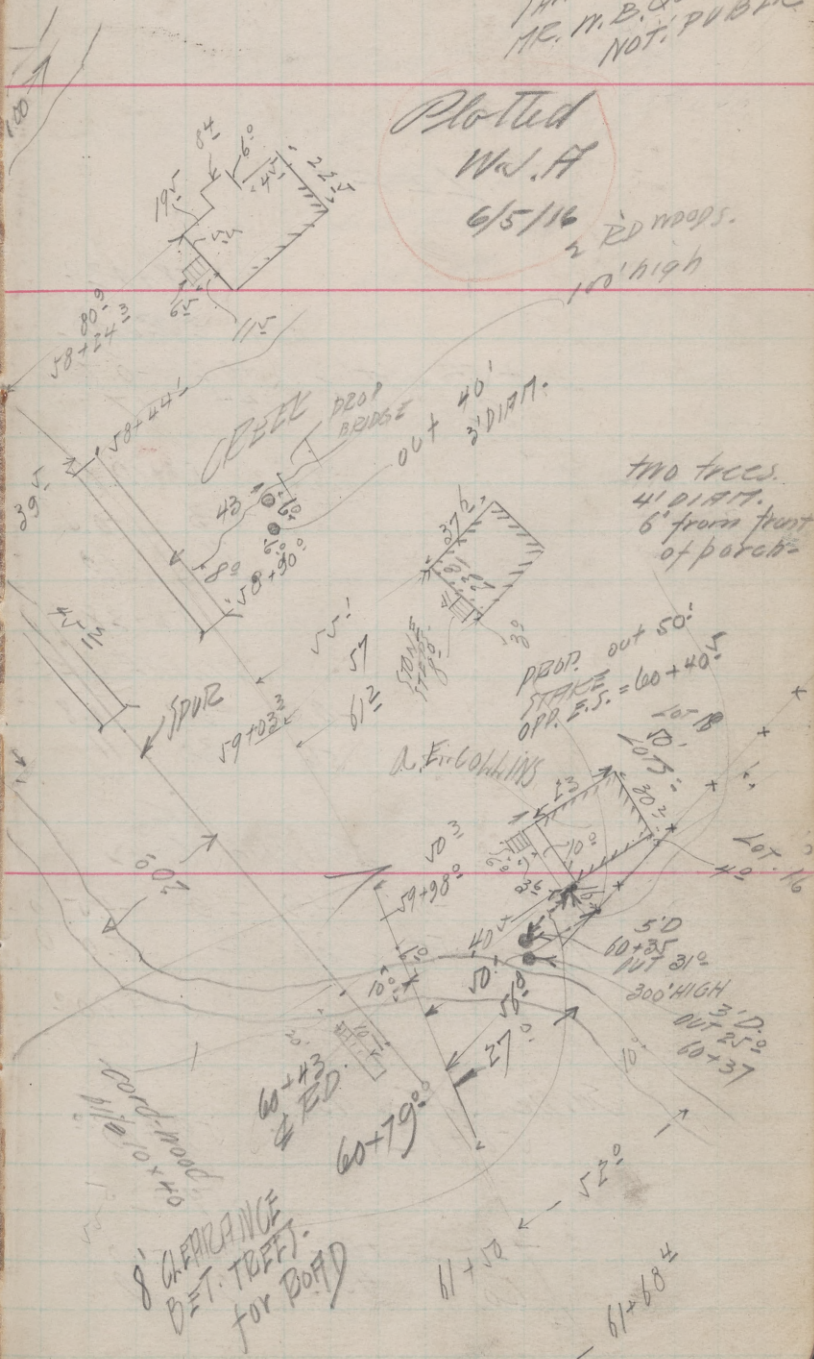


78

JAN
MR. W. B. QUIGLEY
NOT PUBLIC

6/5/16

2 RD woods.
100' high



CAZA

LEFT

58+03°

E ROAD.

+5.4	+1.2	+0.2	-0.7	0
83	66	44	17	0

58+10

-0.3	-0.4
71	10

58+38

W LINE CR

-0.9	-0.9	-0.8
56	33	11

EAST LINE 58+82

-0.7	-1.1	-1.9	-2.9	-4.5	0
75	54	33	12	5.0	0

58+90°

E. TREST.

Same SEC. 95.

58+82 = 59+18°

59+25

+2.4	+0.2	-1.0	-1.6
60	40	16	10

DEFO RED WOODS-

T-SECTIONS

Plotted
W.J.A.

6/5/1916

PROPOSED CHANGE
IN ROAD
LEFT.

59+55-

7.6	+5.2	+5.0	+6.6	+8.0	+6.3	-0.3	0
80	54	34	23	16	9.0	5.0	0

59+78

+4.7	+2.4	+0.6	-0.5	0
54	27	22	9	0

60+00

+4.1	+0.3	-1.4	
50	28	12	0

60+32

+4.5	+1.1	-1.5	0
45	25	9.5	0

60+80

+5.2	+2.3	+1.0	+0.6	-1.1
57	36	32	24	6.0

4.20.

61+080

+1.1	+6.1	+4.3	+4.3	+5.2	+5.0	+2.6	-1.0
50	47	45	38	36	28	15	6.0

ED 66 1/2
ED 66 1/2
ED 66 1/2

PROFILE ALTO CREEK. 40'

LOCATION - PROPOSED

TOP
- EAST
- BANK = 0 -
DISTANCES
measured
from EAST BANK

0	-8.0	-10.8	-11.8
top	5.0	14	£ 23
bank			

ALL
LOTS
FRONTAGE
50'

1/4 NARROW
GAGE

7 S.F.

83

CAZAD

Scale

Buildings

441N5

1560

1562+721 E.C.

1562+721 E.C.

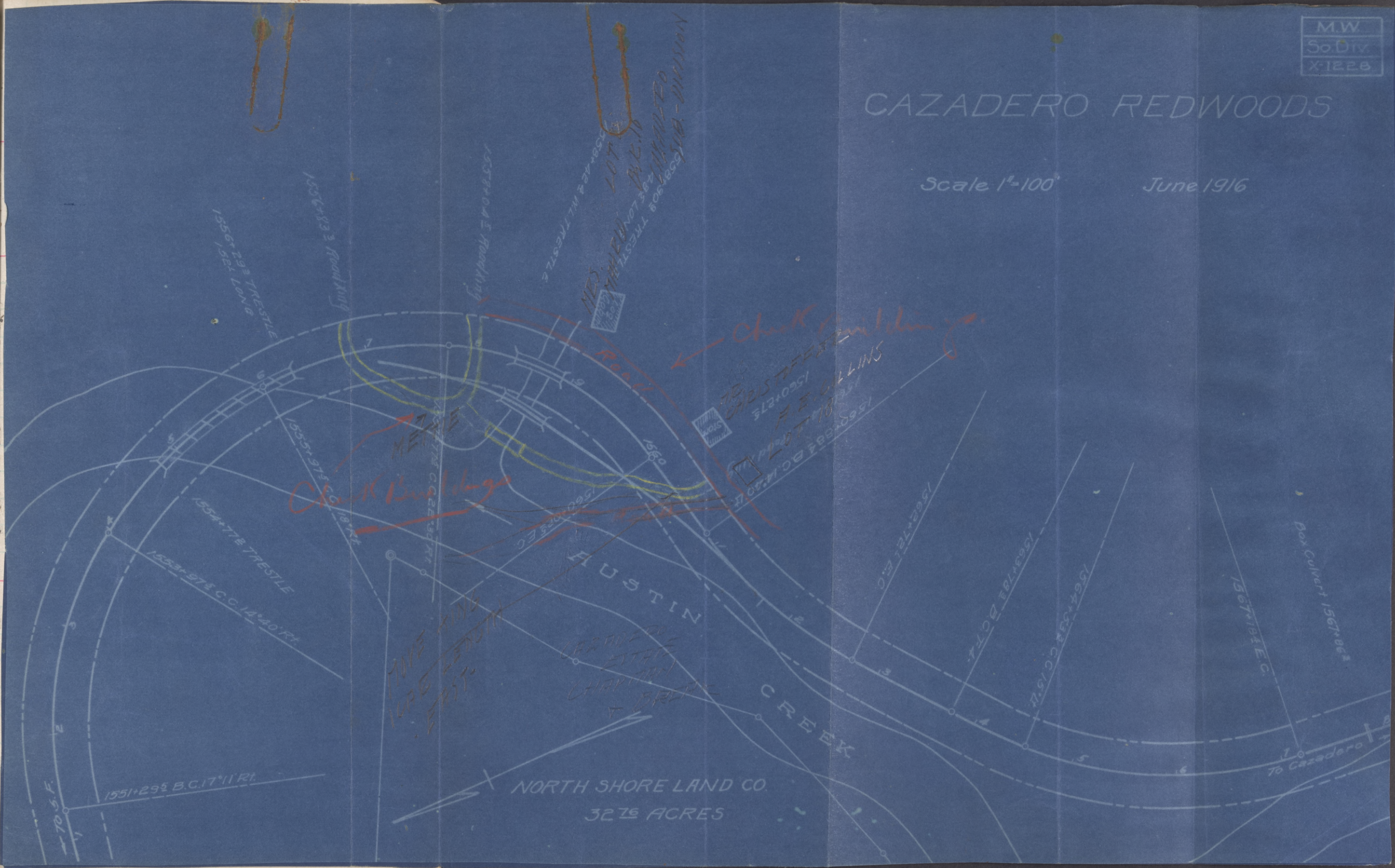
K

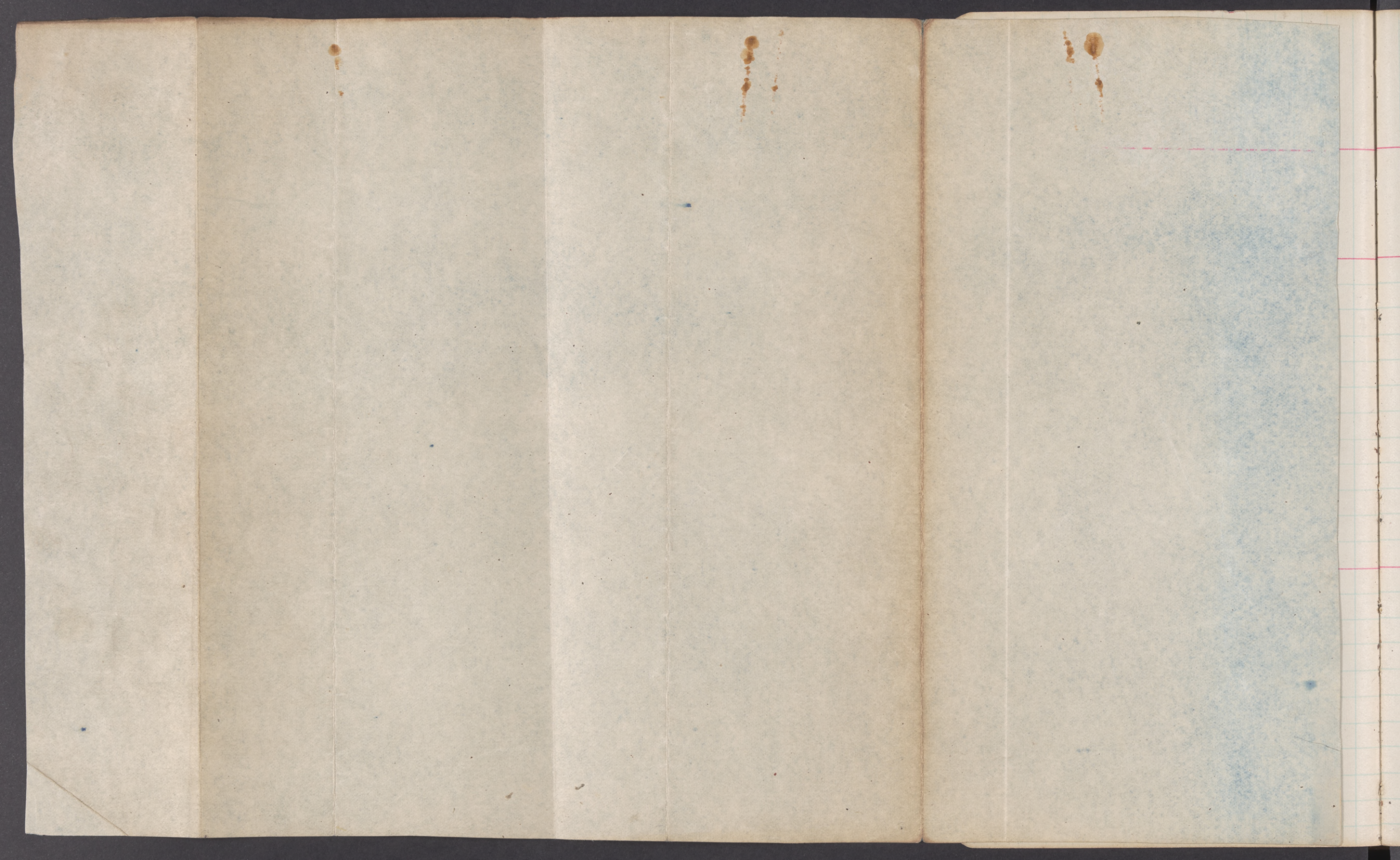
83

CAZADERO REDWOODS

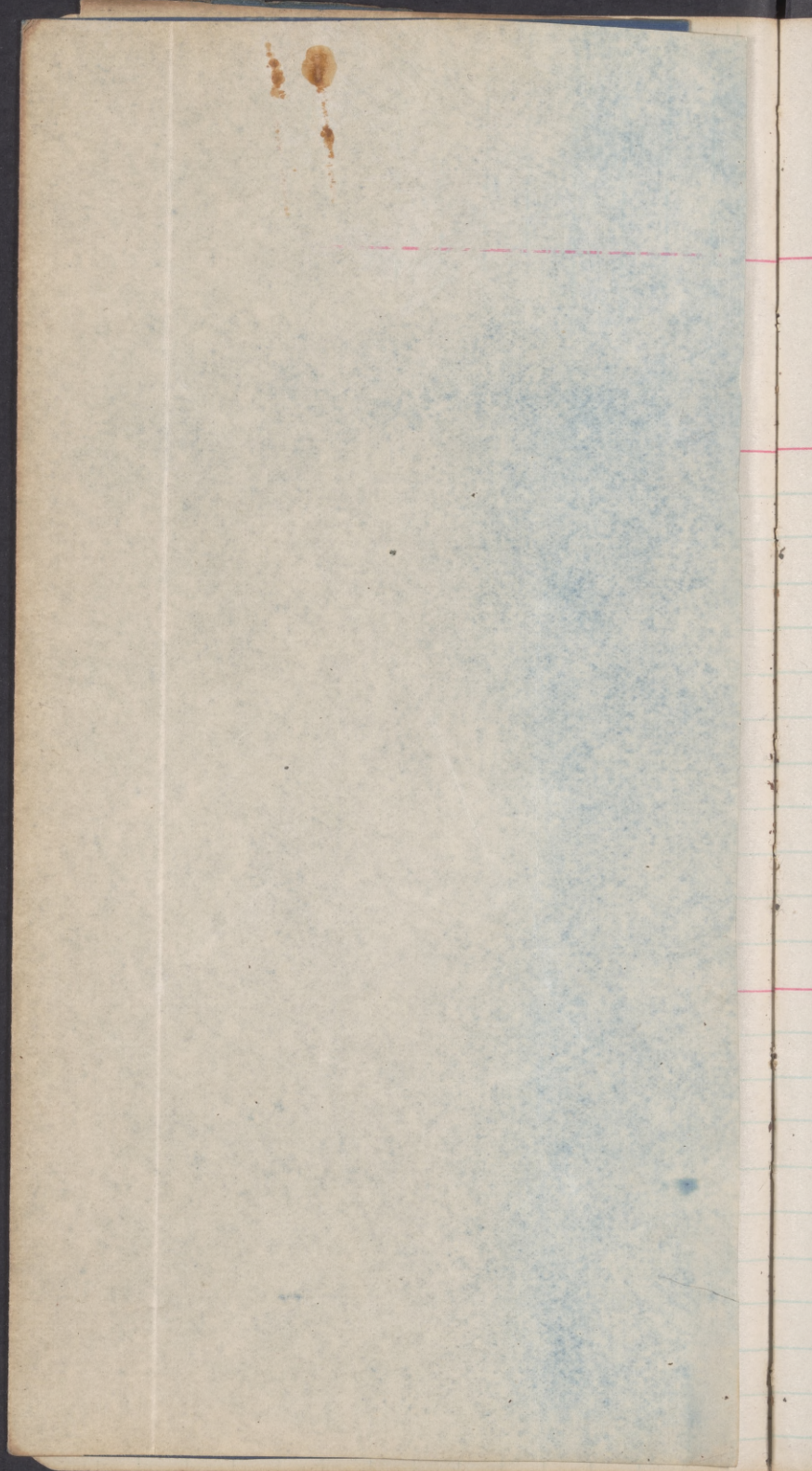
Scale 1"=100'

June 1916





84



84

85

LOCATION OF NEW
FENCE

WILLITS.



VALLEY 2 1/4

ST.

Plotted by

N.J.D. 4/22/16

DEYDEN
PROP.

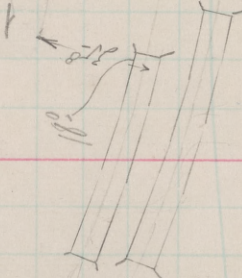
NEW FENCE

235.3

x

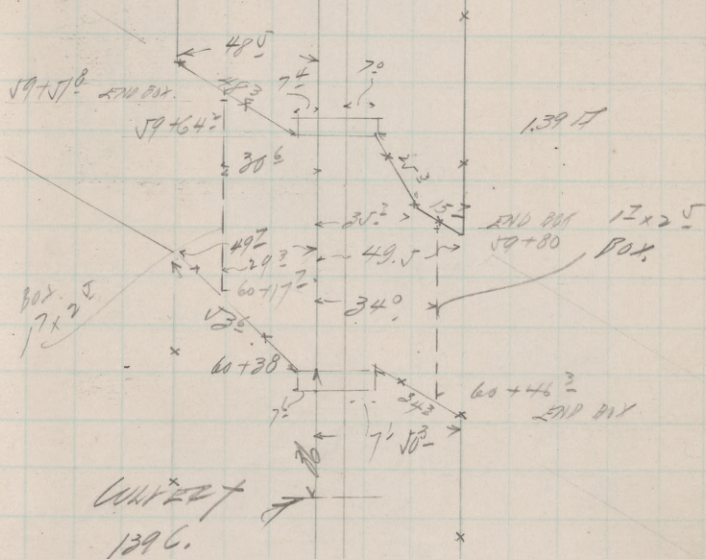
x

x



七五

WILLIS



MILLITS.

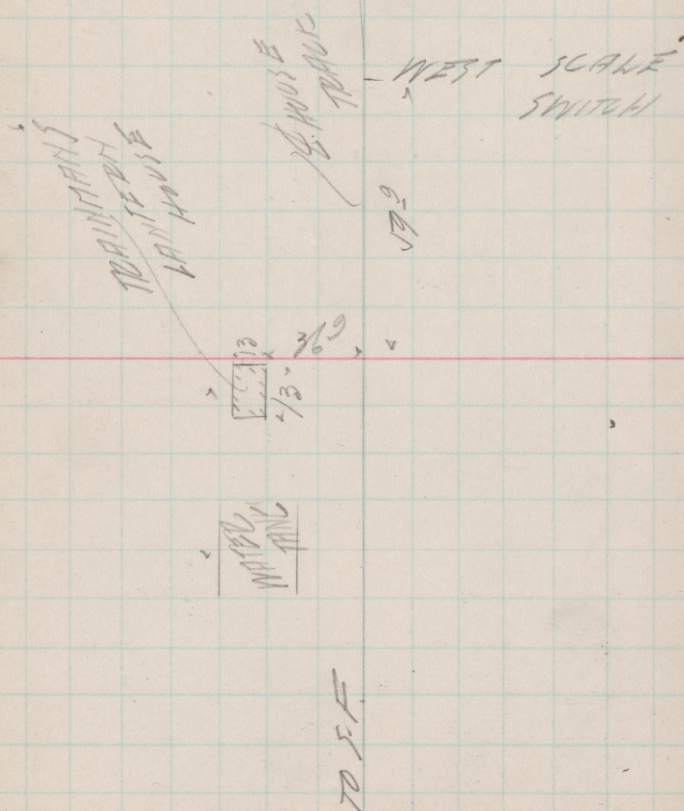
LOCATION

TRAINMAN'S VILLAGE.

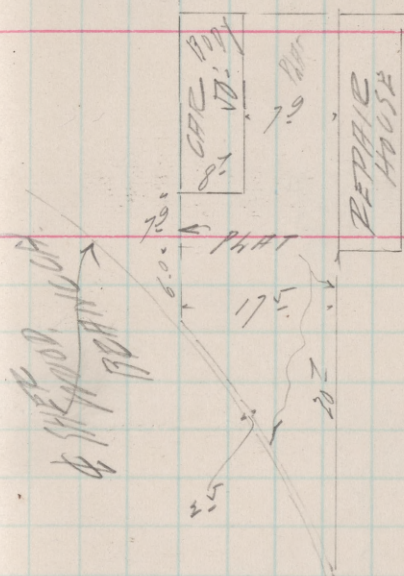
Plotted by

H. J. A.

6/22/14



WILLITS
LOCATION NEW CAR
BODY-



JUNE 24
1940

TO S.F.

WILLITS - DETAIL ON
GOO TB5 SPUR

ROAD

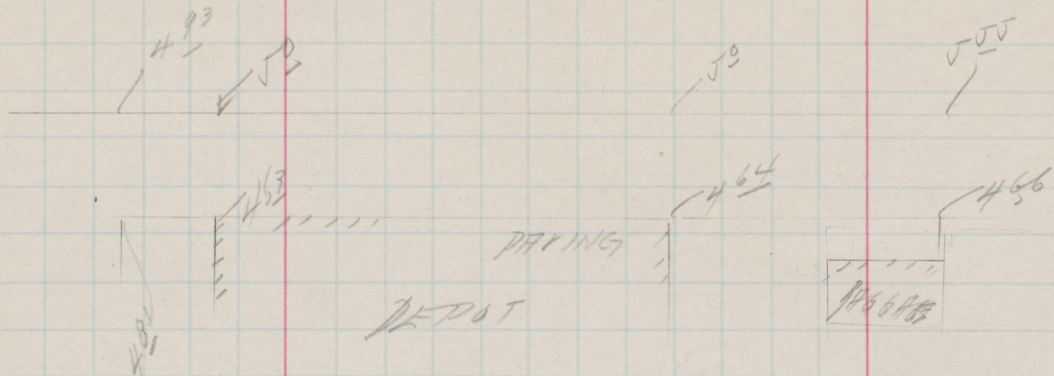
TO S.F.

2014

WILLITS

NEW DEPOT.

68



SHER

0+00

DEPOT

STH.

P.S. 0+00

0+70

1+00

1+50

1+94

2+00

2+50

3+00

3+50

4+00

4+50

5+00

5+40

T.P.

0+00

0+28

1+00

✓ 1+53

2+00

2+50

1+53

*J. TRANK

1+94.6

P.P. 2

T.P. S.F.

5+40

WOOD-

92

0.5785
74.5
14530

POTN SIDING.
HIGH. TK.

±	TK	Bd.	ELY.	LOW TRACK	Bd. ELEV
9.05	100.05				
		1.64	93.41		
		2.73	97.32		
		✓ 3.33	98.72		
		3.42	96.63		
		4.16	95.89		
		5.06	95.00		
		6.02	94.03		
		6.95	93.10		
		8.04	92.01		
		9.05	91.00		
		9.80	90.25		
12.46			87.53		
+1.86	TK				
	89.45				
				8.73	80.72
				8.68	80.77
				7.96	81.49
				7.14	82.31
				6.0	83.45
				4.60	84.85

1.64 93.41 ✓
2.73 97.32 ✓

✓ 3.33 98.72 ✓
3.42 96.63 ✓

4.16 95.89 ✓
5.06 95.00 ✓
6.02 94.03 ✓
6.95 93.10 ✓
8.04 92.01 ✓
9.05 91.00 ✓
9.80 90.25 ✓

12.46
+1.86 TK
89.45 ✓

8.73 80.72
8.68 80.77
7.96 81.49
7.14 82.31
6.0 83.45
4.60 84.85

93

$$\begin{array}{r}
 100.05 \\
 -12.46 \\
 \hline
 87.59 \\
 +1.86 \\
 \hline
 89.45
 \end{array}$$

HIGH. TRACK

+ Rod Elev.

STAT.

P.M.

$$\begin{array}{r}
 0.05 \\
 \pi \\
 100.05
 \end{array}$$

10+00 0.05 100.0

0+78

98.88

END REPT.

1+00

1.64

98.41

1+50

2.73

97.32

1+74.

96.9

1+94 ~~CAR~~

3.33

96.72

2+00

3.42

96.53

2+50

4.16

95.90

3+00

5.06

94.99

3+50

6.02

94.03

4+00

6.95

93.10

4+50

8.04

92.01

5+00

9.05

91.00

5+40

9.80

90.25

$$\begin{array}{r} 87.59 \\ 0.47 \\ \hline 88.06 \end{array}$$

LOW TRACK

M.

89.45

88.88

Elev.

81.25

17.6

5.47

88.06

7+00 7.8

7+50 7.7

8+00 7.60

8+50 7.50

9+00 7.45 80.61

9+50 7.4 80.66

10+00 8.73 80.72 80.72

10+28 8.68 80.77

10+73 8.20 81.25

1+00 7.96 81.49

1+41 82.12 ✓

1+53 7.14 82.31 80.72

2+00 6.00 83.45

2+50 4.60 84.85

95

101.69
4.91
96.78

TRAILING

10+00 1.69

9+50 0.71

0+00 0.00

11+00 3.29 1.6

+50 4.05

12 4.91 — 1.9 96.78

+50 5.83

13 6.80 1.9

+50 7.87

14+00 8.90

+50 9.90

15+00 10.78

15+50 11.5

HWM TRACK

$$\begin{array}{r} 87.59 \\ 8.25 \\ \hline 95.84 \end{array}$$

STA.	Pod.	ELEV.
13+00	9.50	86.34
+50	$\frac{1}{2}$ 7.97	87.87
14+00	6.92	88.92
+50	$\frac{1}{2}$ 6.04	89.80
15+00	5.23	
+50	$\frac{1}{2}$ 5.45	
16+00	6.25	
16+50	7.25	
16+86.1	7.97	87.87

97

Elev. Top of Hill Mining

Elev.

Grade Elev.

Oil Tank

$$\begin{array}{r} 96.1 \\ 96.8 \\ \hline 1.3 \end{array}$$
SHERWOOD.
FINAL

GRADE'S.

E. S. MICH. ASSUMED

10+00 to 100. AS 100. (8008+18°) 600.

0+78	98.88	98.88	
1+00	1.64 98.41	98.41	2.95
11+50	2.73 97.32	98.13	3.23
11+74	96.9 ↓	98.1	1.3
11+94 1/2 off car-	3.33 96.72	98.1	
12+00	3.42 96.53	98.13	4.5
2+50	4.16 95.90	96.8	
13+00	5.06 94.99	95.6	
13+50	6.02 94.03	94.4	2.4
14+00	6.95 93.10	93.2	10
14+50	8.04 92.01	92.01	
15+00	9.05 91.00		
15+40	9.80 90.25		

$$\begin{array}{r} 100.05 \\ 12.46 \\ \hline 87.59 \\ +1.86 \\ \hline 89.45 \end{array}$$

$$\begin{array}{r} 87.59 \\ 0.47 \\ \hline 88.06 \end{array}$$

98

TOP RAIL
HOUSE TRACK

E. E.

177

+ - +

GRADE.

- 88.06

7+00 7.8 80.26

7+50 7.7 80.36

8+00 7.60 80.46

8+50 7.50 80.56

9+00 7.45 80.61

9+50 7.40 80.66

10+00 8.73 80.72

10+50 8.68 80.77

10+78 8.20 81.25

1+00 7.96 81.49

11+41 82.12

11+53 1+48 $\checkmark$ 7.14 $\frac{82.12}{82.31}$ 82.2 $\checkmark$

2+00 6.00 83.45

2+50 4.60 84.85

3+00

3+50

4+00

4+50

5+00

9.9

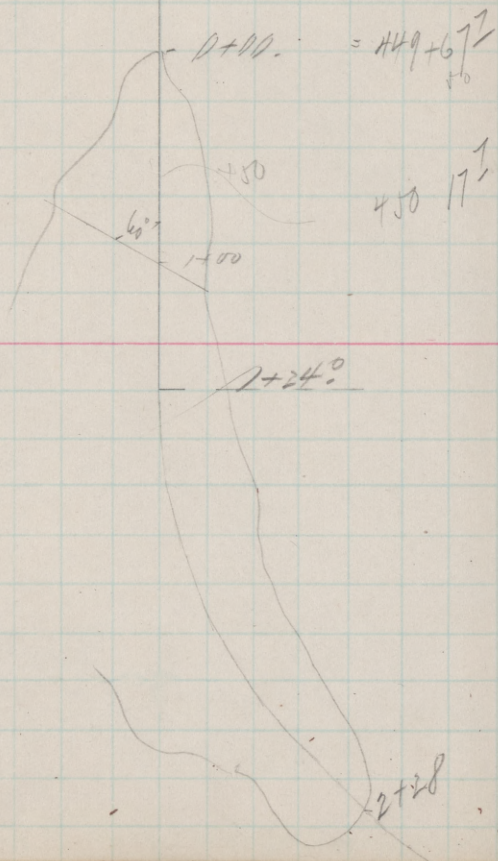
SHERWOOD

BRANCH

X-SECS AT PROPOSED

- RSM.

WALKER



- WALKER -

LOCATION CONCRETE PIPE
EAST of EAST SWITCH.

LT.

ft.

ft.

1450

-1.3	-5.6	-2.5	-1.1	-1.1
30	25	10	8	6

SEE FILE
a X-SEC. MAP. MADE

SEE
OVER
NEXT
PAGE
ALSO.

101

2T.

1440.

$1\frac{1}{4}$ 1401	14.0	17.5	17.0	-11.3	0
	42.	37	33	23	4

same

450 + 58

0 + 90

Bt.

1	-15.	-30.	45	-56.	-56
4	28	53	82	105	120.
				100	

-11.6	-15	-30	-38	-45	-52	-53
26	33	58	72	85	100	106
		7.5/10.			100	

103

POWER

4 narrow
gauge

N 72° 45' 00" map - 15 ft. 7° 56' - 2

TO S.F.

30'

10.41

16.08

25'

12.42

S 41° 00' E
262.79

N 41° 00' W
257.66

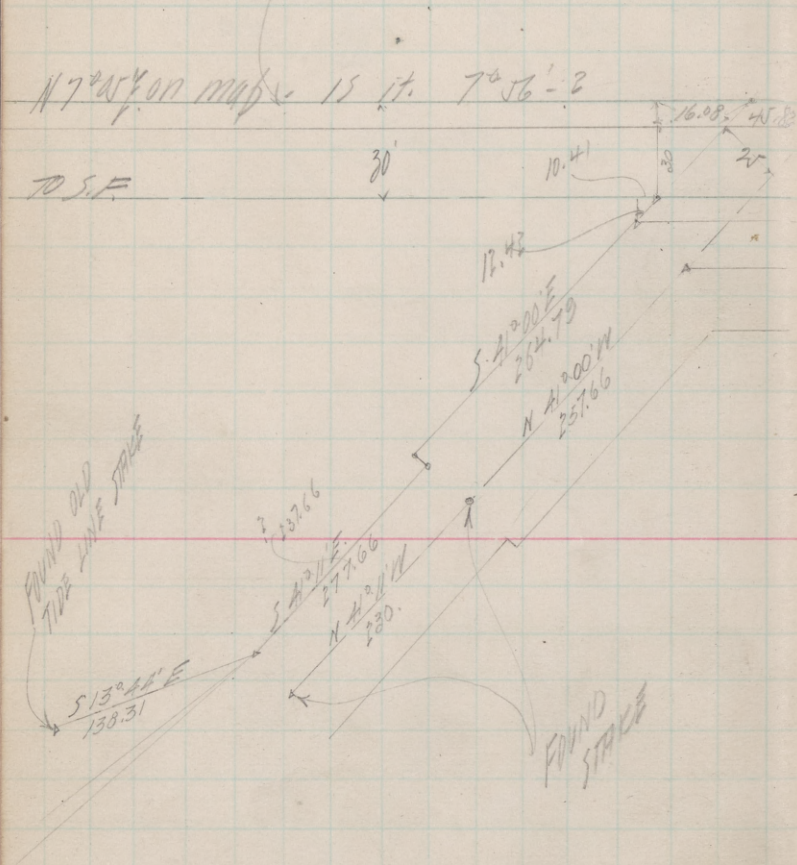
S 41° 00' E
277.66

N 41° 00' W
230.

FOUND OLD
TIDE LINE STAKE

S 13° 44' E
138.31

FOUND
STAKE



HOUSE

WEST OF ALTO-

3000 ft
measured.

5 ft
measured
209 + 17.39

176.39

244 ± 2

248.7 72.31 W

25 4 x 31 1/2 ft

10.5-

1+790
 P.F. 49
 0+423
 13+316
 13+701

P.F. 1+566

2+690
 Joint 2+60

20' pit
 15' pit
 10' pit
 5' pit
 15' pit
 10' pit
 5' pit
 15' pit
 10' pit
 5' pit

15' pit
 10' pit
 5' pit
 15' pit
 10' pit
 5' pit

UKIAH

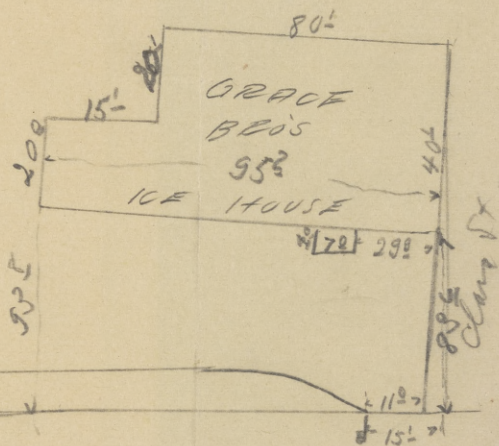
Proposed Spur f

Scale 1"=100' J

65' 15' 30'

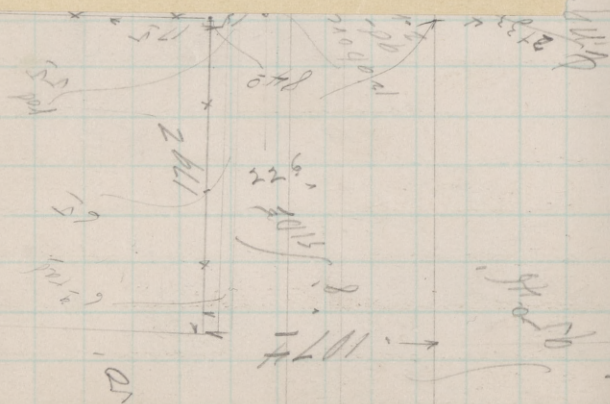
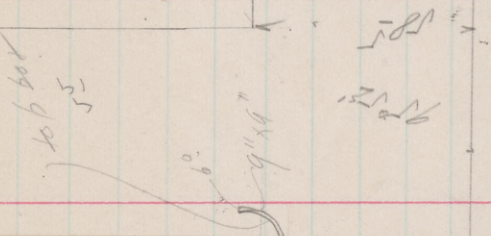
21 21
7 7
11 11

UKIAH



107

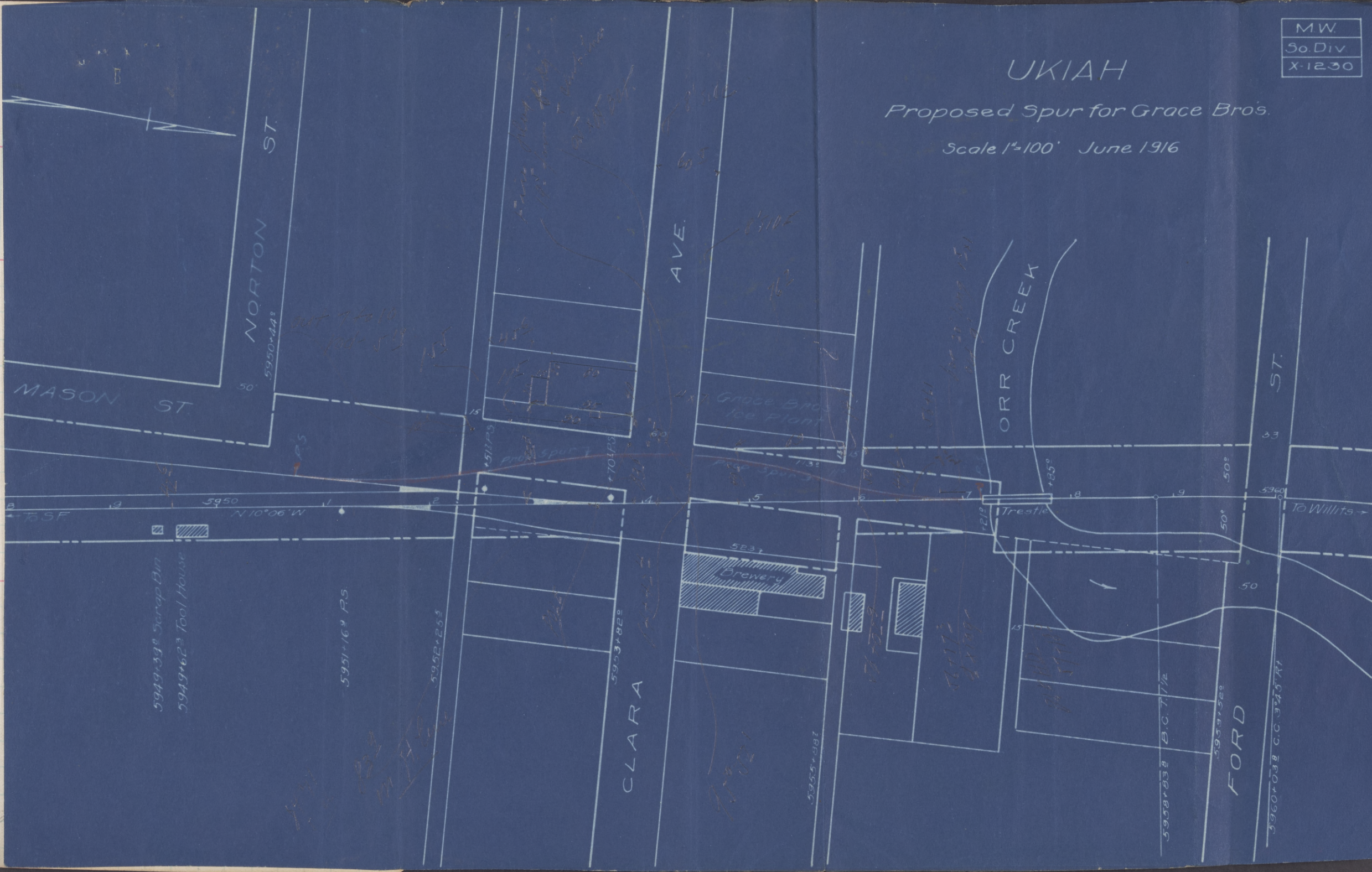
UK 1A H

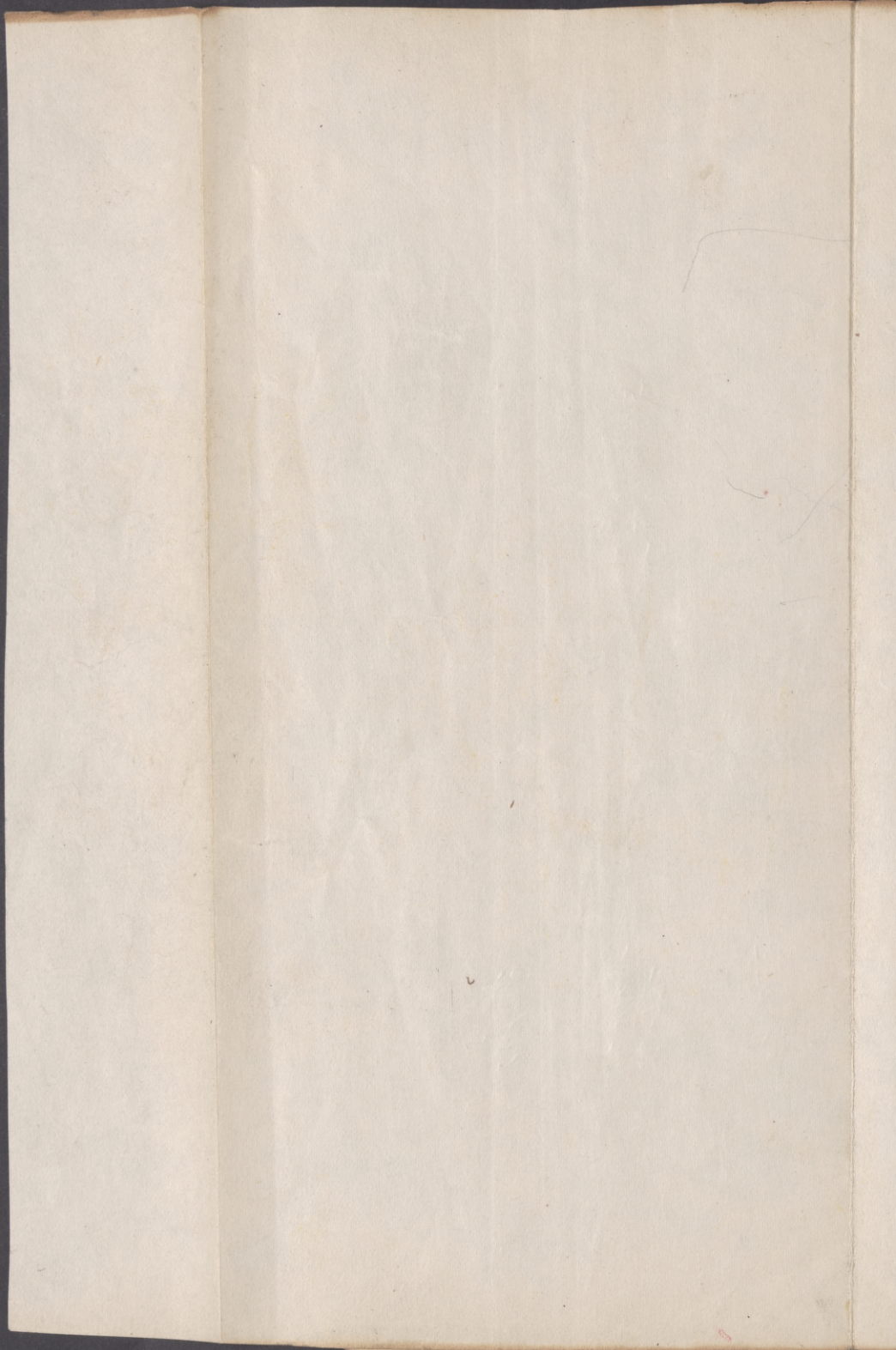


UKIAH

Proposed Spur for Grace Bros.

Scale 1"=100' June 1916





108

109

109

7+02 BINT.
30' RAILS.

UK 1171

MAIN LINE

TOP RAIL- 3+70' = 100.00 +5.34

TOP RAIL W. END TRIST 5.15

" " 56+50 5.34

T.P. 55+50 ✓ 5.4

55+00

54+50

TOP DRAIN BOX E. LINE CLARA AVE. 5.65

99.7

CLARA AVE

4.65

100.7

TOP CURB WL. CLARA AVE

5.28

100.

END SPOT #1 (ground)

4.8

TOP OF PLATFORM (ice house)

1.9

" " FLOOR L " ") 1.6

103.45

103.70

SPUR OPP. CENTER ICE HOUSE

4.4

101.

SPUR W. END OF ICE HOUSE

3.8

101.54

H.I. 105.34

top road

6.8	20	4.5	36	4.9
7	10	12	14	18.5

6.9	6.9	101.5 5.0	4.4	5.4	4.8	5.1
7	10	12	15	18	30 ERD	37.5 edge ED.

5.7 5.5 5.2 5.4

18	22.5	33	41
ER	ER	ER	ER

100.2

5.4 5.2 5.3

30	40	50
ER	ER	ER

111

52+50

52+00 ✓

51+50 ✓

51+00 ✓

50+50

5950+00

49+50

5.96

T.P. M. Linc T.R.

101³

4.7 3.9 4.4 5.1 5.4 4.3 4.2 4.2
 4.6 56[±] 66 70[±] 72[±] 74[±] 80 86
 ER ER ER

100.74

5.5 4.7 4.6 5.3 5.9 6.0 5.1
 54 60 65 72 77 80 82
 ER ER ER
 Top
 sidewalk
 (Earth)

101.30

5.8 6.0 5.9 5.1 5.8
 37 49 62 71[±] 81
 ER ER ER

99.14

5.70 6.1 6.2 6.3
 34 35 69

TR/LT

5.9 6.0 6.3 6.4 6.5
 37 43 52 62
 TR/LT.

6.05 6.9 6.9

TR/LT. 46 57

Picos STAVOS
 R. ENDON W/INC
 NOTTON ST. (30X10)

101.14

6.20 7.0 7.2

TR/LT. 53 65

Dec-12-1916 (114)

M.H.V. }
M.A.C. }
S.S.H. }

NOV 11

End of Hedge

Distances out. to hedge on left.

Distances out.	Distances out.
577.	24.4
276.	24.4
70+00	24.4
70+50	24.3
71+00	24.2
71+50	23.7
72+00	24.4
72+50	24.2
73+00	26.1
73+03	29.6
73+47	31.8
73+48	26.5
73+65	26.0

Hedge is 4' wide at bottom

116

$$\begin{array}{r} 5.2 \\ 2.7 \\ \hline 7.9 \end{array}$$

$$\begin{array}{r} 5.2 \\ 2.5 \\ \hline 7.7 \end{array}$$

$$\begin{array}{r} 7.2 \\ 2.2 \\ \hline 9.4 \end{array}$$

-NO/ATO-

00 = ?

+ - 52 - 5

78+00

$$\begin{array}{cccccc} -0.5 & -1.4 & -1.4 & +4.8 & +4.8 & +6.0 & +6.3 \\ 11 & 13 & 14 & 22 & 24 & 50 & 60 \end{array}$$

$$\begin{array}{cccccc} 0.0 & -0.6 & -0.8 & -0.9 & +3.7 & +5.0 \\ 14 & 16 & 18 & 24 & & 60 \end{array}$$

78+50

U.S.G.S.B.M. on left. ELEV. 16'

79+46

$$\begin{array}{cccc} -1.0 & -1.0 & +1.8 & +2.5 \\ 17 & 19 & 25 & 60 \end{array}$$

79+52 END fence on left. 1000 piled for 100'

80+00

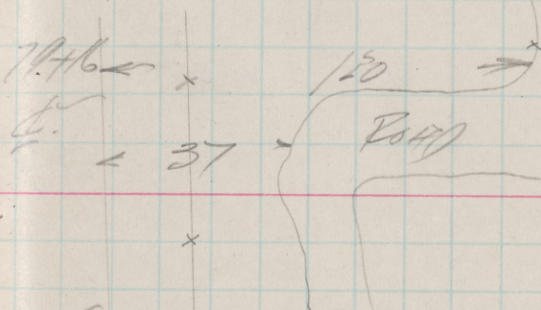
$$\begin{array}{ccccc} -0.5 & 0.0 & +1.0 & +0.7 & 0.0 \\ 19 & 24 & 24.5 & 29 & 50 \end{array}$$

(116)
DEC-12-1916

2-7

IN CONNECTION WITH
PROPOSED DRIVEWAY
ALONG TEAM TRACK

78+91 out 23³



CENTERS BETWEEN HOUSE TREE
& MAIN LINE -

78+50	11'
79+00	13'
79+50	14'
80+00	15'

(117)

TWINEZ #4

117.	K.	117.
872 + 00	102.56	99.98
873	103.70	99.040
+50		98.445
874		97.850
+50		97.255
875	96.60	96.660
+50		96.065
876		95.470
+50		94.875
877		94.280
+50		93.685
878		93.090

2.58

X 22 106

.595

4.3 4.655✓

.595

5.250✓

.595

5.845

.595

6.440

.595 1.75

.595

7.085 2.345✓

.595

1.89

3.08✓

.595

3.675

.595

4.270✓

4.13

.595

4.725

.595

7.370

878+50

93.090
505
94.405
505

879+00

91.900
505

9+50

91.305
505

880

90.710
505

+50

90.115
505

881+00

89.520
505

+50

88.925
505

882+00

88.330
505

+50

87.735
505

883+00

87.140
505

+50

86.545
505

884+00

85.955

3.32

.595

3.915

.595

4.510

.595

5.105

.595

5.700

.595

6.295 ✓

1.75

.595

✓ 2.345

.595

2.940

.595

3.535

.595

Dono. 4

4.130

.595

✓ 4.725

.595

5.320

.595

5.920

120

884 + 50

85.955
595
85.360
505

885

84.765
505

+ 50

84.170
595

886

83.545
505

+ 50

82.980
595

887

82.380
545

+ 50

81.485
505

889

81.190
595

+ 50

80.595
545

890

80.000
595

+ 50

891

84.84

2.13

87.97

2.07

85.9

20.7

5.95

2.66

5.05

3.25

2.6

3.85

1.15

1.3

84

87.97

3.85

84.12

✓ - POINT ABOVE -

121

+ SECS - RELATIVE

LEFT.

-3.7	-3.6	-0.8	-0.8	-1.2	10.	235
35f	15.5	9	7.5	6	4	
-3.6	50	-4.7	-0.3	-0.5	-0.6	10.2
f 28.5	23.5	16.5	7.5	7	5.5	4
+30	-2.0	-2.6	-0.5	-0.5	-0.7	10.2
23	26f	14.5	8.5	7	5.5	4

232 + 50.

+0.3	+10	+1.3	-0.8	-1.0	-0.6	232
28f	14	11.5	8.5	7	5.0	

+8.0	+3.5	+1.3	-1.5	-0.5	0	231
25.5f	11.5	12.	8.5	5.5	4	

+9.0	-0.8	-0.5	230
11.0	7.5	5.0	

+10.0	-1.2	-0.8	229
19.5	7.5	5.0	

+10.0	-1.6	-0.8	228
21.8	7.0	5.8	

+11.0	-1.5	-0.7	227
27.0	6.5	5.	

+8.5	+7.5	+6.0	-1.5	-0.8	226
23.0	28.5f	10	7.5	5.0	

+10.5	+8.	+7.0	-1.5	-0.7	225
36.5	28.5	34	9.5	5.5	

+8.0	+4.5	+3.5	+9.0	+0.5	-0.7	-0.7	224
56	35	26.8	29.	10	17	9.5	

223 + 30

+30	+2.0	-0.7	-3.5	-0.8	-0.8	223
60.	50	29f	15.7	7.5	6.5	

LEFT REC.

70	-00	-90	-90	-0.9	-0.7
80	50	29f	21.5	7.5	-0.5

SEE PAGE 46.

GUERNEVILLE BRANCH -

GDE CHANGE 62H

Plotted W.J.H.

5/16/17

RIGHT

0 -0.9 -1.0 -0.7 -8.0 -8.2 -5.8
 4 5 6.5 8.0 21.5 25.5 35f.
 -0.7 -0.7 -6.0 -6.7
 5.5 7.5 17.5 28.5f
 -1.0 -0.8 -1.0 -6.4 -6.6
 5 6.5 9.5 21 28.5f level.

Left Cut.

-0.8 -0.8 -1.0 +0.4 -2.6 -3.0 same
 5.0 6.5 8.5 12 33.5 29.5f slope.
 -1.0 -1.3 +0.6 -2.0
 5.5 8.0 13. 29.5f
 -0.7 -1.2 12.0 -3.0
 5.5 7.5 12.5 26.0 same slope.
 -0.8 -0.8 -1.5 -2.4 -7.0 -9.5 -12.5 -15 then
 5.5 7.2 9.0 18.8 30.0f 36.5 50 level
 -0.7 -1.5 -6.7 -12.5
 5.7 10.8 28.5 58 level.
 -0.7 -1.2 -1.0 -1.6 -3.7 -4.0 -10. -12.0
 5.5 8.5 15 22.5 29.5f 30. 34.5 73.0
 -0.6 1.2 +0.5 -2.8 -10 -12.0
 6.7 8.7 13.0 29f 79 100.
 -0.7 0.0 -4.0 -12.0
 6.5 10 28.5f 78.5
 -0.7 -0.8 -4.4 -5.2 -5.6 -10.5 level
 5 8.0 29.5f 33 35 80

Left Cut.

-1.2 -1.2 -7.0 80 -11.5
 7.0 8.0 17.5 38.5f 80.
 -0.9 -1.3 -9.0 -10.5 -11.0
 5.5 7.5 20. 28.5f 70.

TOP of TIE = 0.

122

Trail Notes

in Book T-46 Page 76

TRESTLE 62 H-

LAST BENT = #1.

#2	17'	} ground level below top of tie.
#5	18'	
#7	14'	
#10	-12.5	
#17	-11.	
#22	0	} ↓ ↓ ↓ ↓ ↓
#27	-10	
#38	-10	
#43	0	
#53	9.5	
#57	8.0	} ↓ ↓ ↓ ↓ ↓
#63	8.0	
#74	8.5	
#78	7.5	
WEST. B.K.	7.5.	

103.11
99.04

4.07

103.10
98.15

4.95

103.27
94.98

8.29
1.595

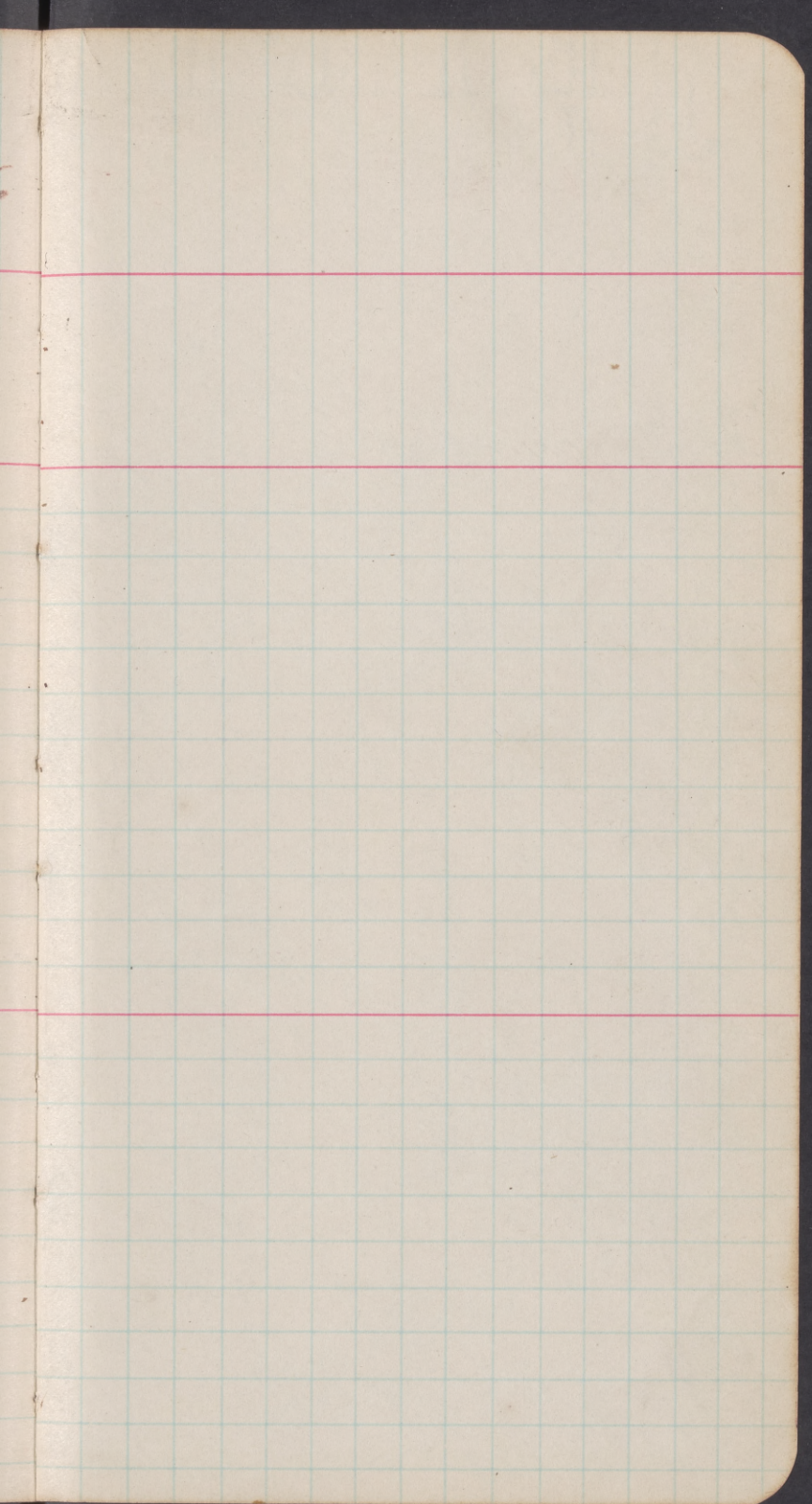
9.885

122

Taprail Notes

ge 36

und
rel
or top
tio.



12.2

W. of EAST
BLK. RD. of
EAST APPROACH
0+00

200/200

BOT. of
RIVER TO
BELOW TIE

WEST. WEST

BLK. RD. - APPROACH

9+73	2.9	2.853+21.2
9+59	5.9	
9+44	12.6	
9+29	17.2	
9+23	20.3	3+65.2
9+12	26.0	PIER
8+95	32.5	
8+78	43	
8+61	46.0	
8+44	50.5	
8+27	50.0	
8+10	4.0	
7+93	48.6	
7+76	45.6	
7+59	45.5	
7+42	40.4	
7+25	33.0	
7+06	36.7	
6+89	45.0	
6+72	46.9	
6+55	46.0	
6+38	45.2	
6+21	44.5	

30.3
to Water Surface

7+23 LACOL
EXT. 16' on top
5+71.2

SEE PAGES 51-
 AUG 10 AUG - 7-1917

MILL 5-

TRESTLE-

6+04 43.3

5+87 43.3

5+70 43.0

5+53 41.2

5+36 42.0

5+17 37.5 N/R

57+77 ⁸

5+00 38.0

4+83 39.5

4+66 40.5

4+49 39.8

4+32 38.0

4+15 31.0

58+79 ⁸

WPT. N.Y.
 WPT. N.Y.
 TRESTLE.

LAST

APPROACH

4+15 ^{CONSTRUCTION} 31.0

4+00 ^{20 ft.} 31.3

3+84 28.5

3+68 28.1

3+51 24.4

3+36 21.7

3+20 22.3

3+04 21.7

2+88 10.8

2+72 22.7

2+56 23.6

2+40 22.5

2+24 22.0

2+08 20.6

1+94 20.6

1+76 19.0

1+60 16.5

1+44 14.0

1+28 13.5

1+12 13.2

0+96 13.6

0+80 13.2

0+64 12.6

0+48 11.0

0+32 9.0

0+16 9.0

0+00 7.8

~~5757 BIC HP~~
2862 + 94⁸

ST	x	K	1	ELEV.	
0+00.1		10+89	8.76	96.13	0+60
+16"2			8.46	96.43	0+16
+32"3			8.18	96.71	0+32
"4			7.96	96.93	0+48
"5			7.67	97.22	0+64
"6			7.34	97.55	0+80
"7			7.00	97.89	0+96
"8			6.70	98.19	1+12
"9			6.45	98.44	1+28
1+44 10			6.13	98.76	1+44
"11			5.82	99.07	1+60
"12			5.58	99.31	1+76
"13			5.33	99.56	1+92
2 14			5.03	99.86	2+08
15			4.75	100.14	2+24
16			4.53	100.36	2+40
17			4.29	100.60	2+56
18			4.07	100.82	2+72
19			3.87	101.02	2+88
20			3.65	101.24	3+04
21			3.41	101.48	3+20
22			3.16	101.73	3+36

12/21

23

x

K

1

23

288 102.01

3-152

24

268 102.21

3-168

25

251 102.38

3-184

26

242 102.47

4-100

27

233 102.56

4-115

1.17.

289

489

7.08 10/08

28

450 102.58

4-134

10 FLOOD. BERRY.

6.86 100.28

29

4.47 102.61

typic 4-149

"horizon"

6.67 100.41

30

4.50 102.58

4-166

"

6.72

100.36 top thin layer

31

4.50 102.58

typic 4-183

32

4.50 102.58

" 5-100

33

4.50 102.58

" 5-117

34

4.50 102.58

" 5-136

35

4.50 102.58

5-153

36

4.50 102.58

" 5-170

37

4.53 102.55

5-187

38

4.50 102.58

6-104

39

4.50 102.58

6-121

6+38	10/08	4.50	102.58	70	6+38
44		4.47	102.61		6+55
47		4.46	102.62		6+72
43		4.43	102.65		6+89
45		4.43	102.65		7+06
45		4.46	102.68		7+25
T.P.		4.31	102.77		

74W	4.41	107.18		
46	4.50	102.68		7+42
47	4.52	102.66		7+59
48	4.55	102.63		7+76
49	4.57	102.61		7+93
50	4.55	102.63		8+10
51	4.55	102.63		8+27
52	4.56	102.62		8+44
53	4.57	102.61		8+61
54	4.57	102.61		8+78
55	4.57	102.61		8+95
56	4.53	102.65	4+12	9+12
Photo Beam	6.75	100.43		
57	4.50	102.68		9+29
B.T.		99.99		

Pod

DET

#58

4.40

102.78

9+44

59

4.24

102.94

9+59

60

4.13

103.05

9+73

2 old franc
pents - most westerly
called #1.

DISTANCE FROM TOP

TIE TO TOP DATE CAPS.

DUNCAN MILLS BRIDGE

- DATA -

#1 35.1

#3 35.0

#6 35.0

#7 34.7

#8 34.75

#9 34.85

OLD THEN TIE
THEN - LARGE PIER -

#10 35.05

#11 34.80

#12 35.00

#13 34.95

#14 34.95

#15 34.95

#16 34.85

#17 34.75

#18 no cap.

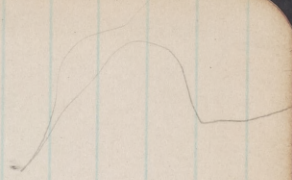
#19 34.70

#20 34.70

THEN - LARGE OLD PIER

#21 34.65

#22 34.65



CD EREV. TOP TIE-

-102.58-

#23

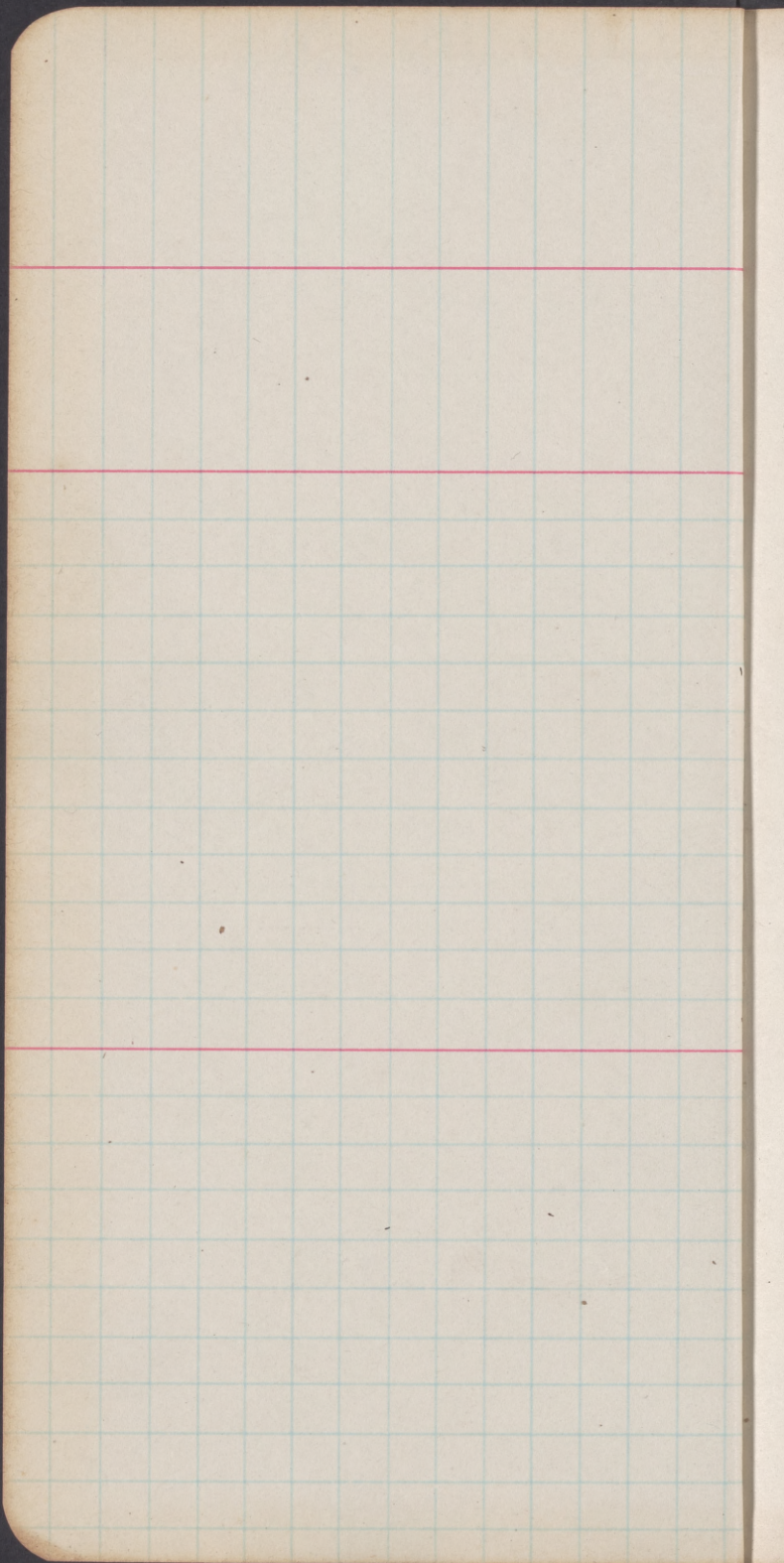
34.70

#24

34.75

#25

34.80



Private 36 B
Dec 12-1916

3.81
2.88

6.69 ✓
4.69

Cut off road

C. F. Sumner

3250
166
33

Up side. Ht - 4 River

Pac. T. + T. Co

3250
308
333

7 30
3 45

196
14.3
53



50 = 10 + 40 64

9.0
0.5
 9.5

5.2
3.9
 1.3

4.21
5.08

10
2.5
 7.5 26B

Rod - 9.29

11
2.8
 7.8

12"
16 1/2

5 3/4

1/4

34 1/2

2' 10 1/2"

9.25

9.26

9.29

9.30

5' 1"

4 13

2 10 1/2"

2' 2 1/2"

12"

16 1/2

5 3/4

1/4

37.0

5' 1"

4.21
2.89
 7.08

10

3.0

